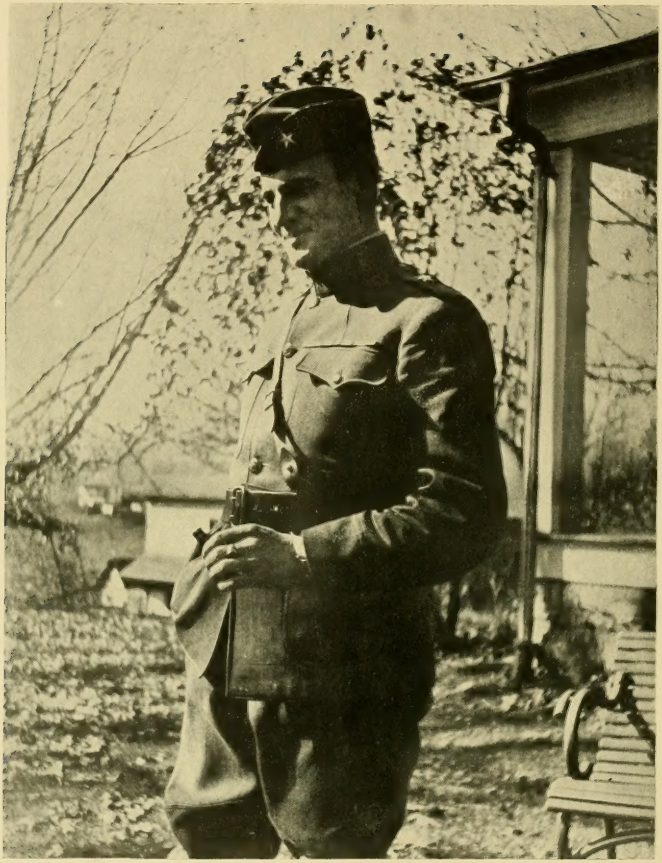


THE HISTORY OF
THE 105TH REGIMENT OF ENGINEERS



MAJOR GENERAL HARLEY B. FERGUSON, U. S. A.

The 105th Regiment of Engineers was organized and trained under his command while Colonel, Corps of Engineers, U. S. A.

THE HISTORY OF THE 105TH REGIMENT OF ENGINEERS

DIVISIONAL ENGINEERS OF THE "OLD HICKORY" (30TH) DIVISION

COMPILED BY
WILLARD P. SULLIVAN
CAPTAIN 105TH ENGINEERS

HARRY TUCKER
CAPTAIN 105TH ENGINEERS
ASSOCIATE

ILLUSTRATED WITH MAPS, CHARTS PHOTOGRAPHS AND PORTRAITS

NEW YORK
GEORGE H. DORAN COMPANY

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OCT 21 1919

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DEDICATED

TO

OUR BELOVED COMRADES

WHOM WE BURIED IN FRANCE AND BELGIUM

PREFACE

No attempt is made in this work to write a narrative. This book is a compilation of the official records of the 105th Engineers with a copy of the official record of the 30th Division. The records are compiled in a chronological order and the various phases of training, travel and action are so divided that each may be considered separately.

The coöperation of Colonel Joseph Hyde Pratt, Commanding Officer of the regiment, Major George L. Lyerly, Commanding the Second Battalion, Captain Harry S. Tucker, Adjutant of the Second Battalion, and the company commanders in compiling the data make this publication possible, and to them the author is deeply indebted. Also to Sergeants Arthur G. Smith and Grover C. Varner the author is grateful for their untiring work in typewriting the data into such form that it could be used. For the maps reproduced, and all drawings and sketches, the author is indebted to the topographical section, who, under the leadership of Master Engineer William L. Jewell, furnished the same.

This book is published in the interest of the members of the 105th Engineers and their friends. The names of all officers and men who served with this organization for any appreciable length of time will be found in the rosters published herein.

(Please send corrected addresses and change of location to Willard P. Sullivan, Norfolk, Va.)

COMMENDATORY LETTERS AND MESSAGES

Letters and extracts are reproduced below from letters and messages as sent to the Regiment voluntarily by

General H. Rawlinson, commanding 4th British Army.

Maj. General H. C. Holman, of the 4th British Army.

Sir Claude Jacobs, Commanding General, II British Corps.

Maj. General C. H. Foott, Chief Engineer Australian Corps.

General John J. Pershing, Commander-in-Chief American Expeditionary Forces.

Maj. General E. M. Lewis, Commanding 30th American Division.

Maj. General W. C. Langfitt, Corps of Engineers, U. S. A.

Brig. General S. L. Faison, Commanding 60th Brigade, 30th Division.

Lt. Colonel O. N. Powell, District Engineer, LeMans Road District.

Governor T. W. Bickett, Governor of North Carolina.

These testimonials of the results obtained by the officers and men of the 105th Engineers in their effort to serve their country in the great war thrust upon it are a source of gratification to every member of the regiment.

Headquarters, Fourth Army,

25. 11. 18.

II AMERICAN CORPS.

1. I wish to express to you my thanks for, and appreciation of, the excellent work done by the 102nd and 105th Regiments of Engineers, whose services you were good enough to place at my disposal.

2. The work done by these two regiments on the light railways was of the greatest value in getting through the system of light railways communication which, owing to the continuous destruction of the broad gauge lines by delay action mines, was the means by which it was possible to maintain the troops and continue the fighting which led to such great results.

3. I will be glad if you will be so good as to convey to Colonel A. H. Acker and Colonel J. H. Pratt, Commanding, respectively, the 102nd and 105th Engineers, and to the Officers, Non-commissioned Officers and Men of these regiments, this expression of the keen appreciation with which their valuable and cordial coöperation has been regarded by all ranks of the Fourth Army.

(Signed) H. Rawlinson,
Commanding Fourth Army.

1st ind.

HDQRS. 30TH DIVISION, American Expeditionary Forces, France, December 4th, 1918. To: Commanding Officer 105th Engrs.—Transmitted.

1. The Division Commander congratulates Colonel J. H. Pratt and the 105th Regiment Engineers on this handsome appreciation of their excellent work.

BY COMMAND OF MAJOR GENERAL LEWIS:

(Signed) Andrew J. White,
Lieut. Colonel, Inf., U. S. A.,
Adjutant.

Headquarters, Fourth Army,
26. 11. 18.

Dear Colonel Pratt:

The Army Commander has sent a letter of appreciation of your work to the II American Corps and it will doubtless be communicated to you in due course, officially.

These few lines from me are to express to you personally my gratitude for the great help you rendered the Q service of the Army.

It is no exaggeration to say that the feeding of the troops and the supply of ammunition was made possible throughout the long battle commencing on August 8th only by the very efficient and devoted work put into the light railways, and on this work you helped us in a way which has earned the gratitude of the whole Q service of the Army.

I shall deem it a favor if you will kindly let all officers and other ranks in your splendid Regiment know of the feelings with which the whole of the Fourth Army has regarded the cordial coöperation and assistance you have given us.

Believe me,

Sincerely yours,
(Signed) H. C. Holman,
M.G. D.A. and General Fourth Army.

The following is extracted from the official report of the commanding general of the 2nd British Corps of the 2nd British Army upon the completion of the training of the division as a combat division:

"(a) The 105th Engineer Regiment is a thoroughly efficient unit, officered by qualified engineers."

(Signed) Sir Claude Jacobs,
Commanding General,
II British Corps.

Extract from a letter from Major General C. H. Foott, chief engineer of the Australian Corps, to Col. Joseph Hyde Pratt, commanding officer 105th Engineers, under date of Dec. 2nd, 1918:

"Could you find time and opportunity to let me have full notes regarding the collaboration of the U. S. Engineers (105th Engineers) with the Australian Engineers? This should of course embrace more than your own regiment, but to my mind the association was such a happy one and the results were so satisfactory that I beg to think it is worth recording. For my own part, my association with the U. S. Engineers is one of the most happy memories of a very glorious time."

PERSONAL

AMERICAN EXPEDITIONARY FORCES
OFFICE OF THE COMMANDER-IN-CHIEF
FRANCE

June 6, 1919.

Colonel Joseph Hyde Pratt, *Engineers,*
Care of Chief of Engineers,
Washington, D. C.

My dear Colonel:

Now that the American Expeditionary Forces are fast being returned to the United States and mustered out, it gives me great pleasure to express to you my appreciation of your loyal and energetic service in the Army in France.

Under your command the 105th Engineers participated in the successful assault of the 30th Division on the Hindenburg Line at Bellicourt, September 29, 1918, in the subsequent advance to the St. Souplet River, and in the final attack of the 30th and 27th Divisions to the heights overlooking the Sambre-Oise Canal. Your regiment performed, with conspicuous efficiency, the greater part of the forward engineer operations of the II Corps. In fearlessness under fire, in energy and firm decision, in your care for your men, and in the loyal execution of the decisions of your superiors, your conduct merits my high commendation.

Yours sincerely,

(Signed) John J. Pershing.

HEADQUARTERS 30TH DIVISION
AMERICAN EXPEDITIONARY FORCES
FRANCE

Feb. 16th, 1919.

FROM: Major General E. M. Lewis, Commanding 30th Div., American Expeditionary Forces.

TO: Colonel Joseph Hyde Pratt, Commanding 105th Engineers.

SUBJECT: Service of the 105th Engineers.

1. Before you pass from under my command I wish to tell you how much I appreciate the services of yourself and of the officers and enlisted men of your splendid Regiment.

2. The entire Regiment rendered splendid service in the operations of this Division and its allied units. Called upon to perform a great variety of duties from building railroads in the back areas to accompanying attacking troops to assist in consolidating the position, its personnel has uniformly exhibited courage, fortitude and skill, and has repeatedly earned and received the commendation of Commanders. No matter how difficult the task given it there has never been exhibited the least doubt or reluctance in attempting it.

3. Upon your return to the United States may you all receive the well-earned reward of the expressions of a grateful people, whom you have well served.

E. M. LEWIS,
Major General, U. S. A.

HEADQUARTERS SERVICES OF SUPPLY
OFFICE OF THE CHIEF ENGINEER
AMERICAN EXPEDITIONARY FORCES

FROM: The Chief Engineer, American Expeditionary Forces.

TO: Commanding Officer, 105th Engineers.

SUBJECT: Letter of Commendation.

1. Before issuance of definite orders for your regiment to return to the States it is my desire that the command be advised that they have met the conditions, imposed by the conflict you just concluded, in a most satisfactory manner.

2. The duties in the active sector near Proven, Belgium, and at the front in the Ypres Sector where the action was valiantly performed, in building bridges and roads for the attack along the La Selle River, and the advance made by this regiment were noteworthy. The assistance rendered to the British Light Railway troops was officially commended by the Commander of the British Fourth Army.

3. I desire that you and your command know that the services rendered were highly satisfactory and deserve commendation.

W. C. LANGFITT,
Major General, U. S. A.

HEADQUARTERS 30TH DIVISION
CAMP JACKSON, S. C.

April 15, 1919.

FROM: Brigadier General S. L. Faison, U. S. A.

TO: Colonel Joseph Hyde Pratt, 105th Engineers.

SUBJECT: Commendation and Thanks.

1. I desire to thank you for the excellent paper you handed me in France, touching the history of the Section of the St. Quentin Canal, near Bellicourt, France, where the 30th Division won immortal glory in piercing the Hindenburg Line on September 29, 1918.

2. In the near future your organization will be demobilized and I take this opportunity to bid your splendid organization "good-bye." At Camp Sevier I was more than pleased with the splendid spirit of the organization. It responded promptly to discipline and took up its work of training with a spirit that lasted throughout its trying campaigns in Belgium and afterwards in France.

3. Devotion to duty and splendid discipline throughout the active campaigns in which the regiment was engaged were the keynotes to its magnificent achievements. The work done by the regiment was not only of inestimable value to the entire Division, but assisted very materially as well in the operations of the 2nd American Corps. You aided certain British units and also in repairing roads in quiet sectors of France after the Armistice.

4. The regiment has a record of which you may well be proud and for which you are very largely responsible.

My heartfelt thanks are extended to you and to the officers and men under your command, and my very best wishes for the future welfare of each and every one of you go with this letter.

S. L. FAISON,
Brigadier General, U. S. A.

OFFICE OF THE DISTRICT ENGINEER
PLACE SEARRON
LE MANS—SARTHE

March 14th, 1919.

From: District Engineer, Le Mans Road District, A.P.O., 762.

To: Col. Joseph Hyde Pratt, Commanding Officer 105th Engrs.

Subject: Road Work.

1. On the eve of departure of your regiment I wish to express my appreciation of the work your regiment has done.

2. Your officers and men have entered into the spirit of the order requiring the maintenance of roads, with enthusiasm. The work accomplished, under trying circumstances, is excellent and will result in a considerable saving for the United States and France.

O. N. Powell,
Lt. Col. Engineers, U. S. A.,
District Engineer—Le Mans Road District.

Telegram

Raleigh, N. C., 1.39 P. M.,
Apr. 14, 1919.

Col. Jos. Hyde Pratt,

105th Engrs., Camp Jackson, S. C.

The State of N. C. welcomes you and the men under your command home again. The State knows that your regiment rendered distinguished service in France and will ever hold its officers and men in affectionate remembrance.

T. W. Bickett.
3.18 P. M.

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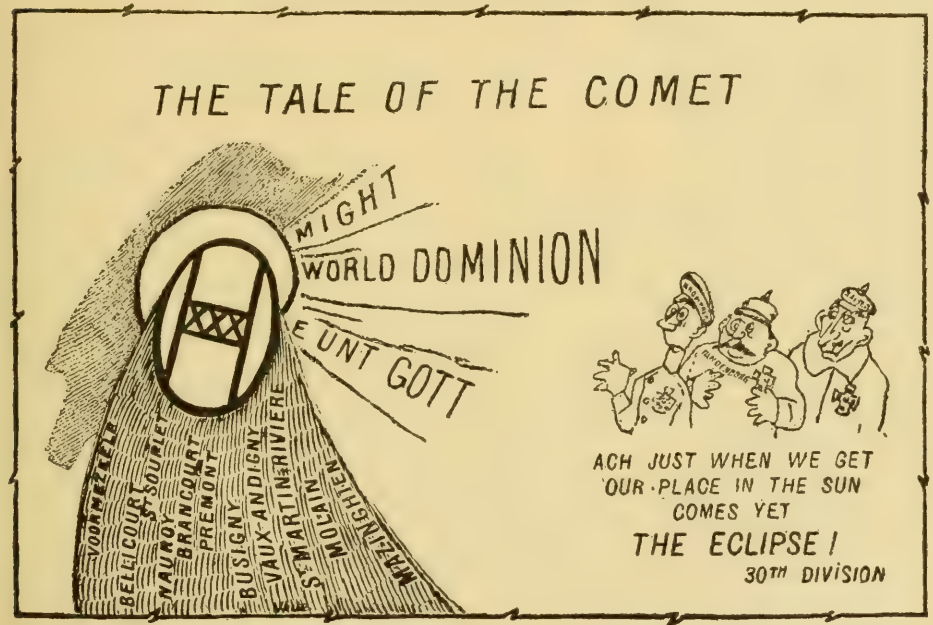
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THE HISTORY OF THE 105TH REGIMENT OF ENGINEERS

CHAPTER I

OPERATIONS OF THE THIRTIETH, "OLD HICKORY," DIVISION

NOTE:—This chapter is a reproduction of the official report of the operations of the division as published and circulated through the division by the division G-2.



. . . "We have not had a Waterloo, much less a Sedan. Neither seems on October 21 even remotely possible, in the present operation. What we have had is a military decision of the war. That decision was had in the battle of the Hindenburg Line." . . .

F. H. SIMONDS.

(Taken from Nov., 1918, American Review of Reviews.)

. . . "The smashing of the great defensive system erected by the enemy in the West, and claimed by him to be impregnable, is a feat of which we are justly proud and for which the Empire will be ever grateful."

LLOYD GEORGE.

(Taken from letter to Sir D. Haig, October 9th, 1918.)

OLD HICKORY (THIRTIETH) DIVISION

Major General E. M. LEWIS,
Division Commander.
Colonel JOHN K. HERR,
(Cav.), G.S., Chief of Staff.
Lt. Col. F. B. KOBES,
(Cav.), G.S., A. C. of S., G-1.
Major B. Y. READ,
(Cav.), G.S., A. C. of S., G-2.
Lt. Col. C. BURNETT,
(Cav.), G.S., A. C. of S., G-3.
Major J. SHAPTER CALDWELL,
Actg. Div. Adjutant.
Col. H. B. SPRINGS,
Actg. Div. Q.M. and Comdr. of Trains.
Lt. Col. FRANK A. MONTROSE,
Chief Signal Officer.
Col. JOSEPH HYDE PRATT,
Division Engineer.
Col. A. M. WHALEY,
Division Surgeon.
Lt. Col. ROY DORSEY,
Division Judge Advocate.
Lt. Col. T. N. GIMPERLING,
D.M.G.O.
Capt. GEO. A. BANTA,
Actg. Div. Ord. Officer.
Major G. K. FREEMAN,
Asst. G-1.
Capt. J. E. D. MYER,
Asst. G-1.
Capt. FRED H. SKINNER,
Asst. G-2.
Lt. Col. W. F. L. HARTIGAN,
Asst. G-3.
Capt. CARROLL F. E. NELSON,
Asst. G-3.
Capt. IRVING HAY,
Commanding Hdqrs. Troop.
Major ROBERT W. MALONEY,
Comdg. 105th F. S. Bn.
Major WALTER H. HYDE,
Comdg. 113th M. G. Bn.
Major E. V. MORROW,
Comdg. 105th Sanitary Train.
Major W. A. FAIR,
Comdg. 105th Military Police.

59TH BRIGADE

Brig. Gen. LAWRENCE D. TYSON,
Brigade Commander.
Major THOMAS J. WYRICK,
Brigade Adjutant.

117*th Infantry*

Col. CARY F. SPENCE,
Regimental Commander.
Lt. Col. R. M. LYON,
2nd in Command.
Maj. HERBERT L. RIKER,
Commanding 1st Bn.
Maj. ERNEST W. ANDES,
Commanding 2nd Bn.
Maj. NATHANIEL E. CALLEN,
Commanding 3rd Bn.

118*th Infantry*

Col. ORRIN R. WOLFE,
Regimental Commander.
Lt. Col. THOMAS B. SPRATT,
2nd in Command.
Maj. WM. D. WORKMAN,
Commanding 1st Bn.
Maj. L. C. MCFADDEN,
Commanding 2nd Bn.
Maj. W. L. GILLESPIE,
Commanding 3rd Bn.
Maj. EDWARD B. CANTEY,
Comdg. 114th M. G. Bn.

60TH BRIGADE

Brig. Gen. SAMSON L. FAISON,
Brigade Commander.
Major R. A. DAVIS,
Brigade Adjutant.

119*th Infantry*

Col. J. VAN B. METTS,
Regimental Commander.

Lt. Col. B. B. McCroskey,
2nd in Command.
Maj. Graham K. Hobbs,
Commanding 1st Bn.
Maj. John H. Manning,
Commanding 2nd Bn.
Maj. H. C. Bays,
Commanding 3rd Bn.

120th Infantry

Col. Sidney W. Minor,
Regimental Commander.
Lt. Col. Don E. Scott,
2nd in Command.
Maj. James A. Leonard,
Commanding 1st Bn.
Maj. Hilliard Comstock,
Commanding 2nd Bn.
Maj. James W. Jenkins,
Commanding 3rd Bn.
Maj. Wentworth W. Pierce,
Comdg. 115th M. G. Bn.

105TH ENGINEERS

Col. Joseph Hyde Pratt,
Regimental Commander and Division Engineer.
Lt. Col. Perrin C. Cothran,
2nd in Command.
Maj. Geo. W. Gillette,
Commanding 1st Bn.
Maj. Geo. L. Lylerly,
Commanding 2nd Bn.

ORGANIZATION AND TRAINING IN FRANCE

The 30th Division is a distinctively American division. More than 95 per cent of its personnel is of American born parents. The Division is constituted of National Guard troops of North Carolina, South Carolina, and Tennessee, augmented by many thousands of selective draft troops from the states of Indiana, Illinois, Iowa, Minnesota, North Dakota, North Carolina, South Carolina and Tennessee.

The division was dubbed "Old Hickory" after the warrior and statesman Andrew Jackson, who was so closely identified with the history of the states furnishing the major portion of its personnel.

The Old Hickory Division landed at the port of Calais, France, on the 24th day of May, 1918, and was billeted in the Eperlecques Training Area. While in this area the officers of the division reconnoitered the Terdeghen Switch Line, south of Cassel, and complete plans were formulated for the occupation of this line by forced marches in case of emergency.

Before the completion of its training period the division was transferred to the II British Corps, Second Army, in the Ypres sector to be in close support in case of the expected German offensive. This division, the first American division to enter that kingdom, marched into Belgium on July 4th, with Division Headquarters at Watou, to be in close support of the 33rd and 49th British Divisions, and was employed in completing the construction of the East and West Poperinghe Defense Systems immediately in rear of these two divisions. An immense amount of trench and wire construction was done. Complete plans and orders were issued for the occupation of the East and West Poperinghe Systems by the 30th Division in the event of a German attack and a forced withdrawal of the British divisions in the front. The division received training in the front line with the 33rd and 49th Divisions, first as individuals, then by platoons, and lastly by entire battalions.

On August 17th, 1918, the division took over the entire sector occupied by the 33rd British Division, 60th Brigade being in the front line, 59th Brigade in support. This was known as the Canal Sector and extended from the southern outskirts of Ypres to the vicinity of Voormezeele, a distance of 2,400 meters.

THE FIRST OFFENSIVE

On August 31st and September 1st the division engaged in an offensive in conjunction with the 14th British Division on the left and the 27th American Division on the right. The 30th Division captured all its objectives, including Lock No. 8 Lankhof Farm and the City of Voormezeele, advancing fifteen hundred yards, capturing fifteen prisoners, two machine guns and thirty-five rifles. As a result of this advance the 236th Division, which was considered an average German division, was identified. During the six weeks previous to this advance many attempts had been made by the British and our own troops to identify this German division.

On September 4th-5th the division was withdrawn from the Canal Sector and placed in British G. H. Q. reserve with Division Headquarters at Roellecourt, France. While in this area the entire division was trained in attacking in conjunction with British tanks.

On September 17th the division was again moved farther south, with Division Headquarters at Herissart, and on September 22d was moved to the British Fourth Army, with Division Headquarters at Bois de Buire, near Tincourt, taking over a front line sector from the 1st Australian Division on the night of 23d-24th.

PLATE I: MAP OF YPRES AND CANAL SECTORS, SHOWING WORK ACCOMPLISHED

This map on a 1 to 20,000 scale shows, in a general way, the work accomplished by the Old Hickory Division while in the Ypres and Canal Sectors. The area colored in green shows the territory captured by the Division in its first offensive action. The various systems of trenches, shown in colors and each with a distinctive name, extending across the Front to a depth of approximately eight miles, constitute only one large system. Behind these there were other defenses.

It particularly refers to the operations of the 105th Engineers, showing their locations while the Division was attached to the British for training and in support, and also after the Division took over the Canal Sector.

The work done by the engineers is described in Chapters VI and VII. A study of the map with the symbols used for designating trenches, wire, dugouts, machine gun emplacements, observation posts, etc., in connection with Chapters VI and VII will give a comprehensive idea of the results accomplished.


E4 15-24/7
A1 24/7 TO 1/8
28
4
ATHERLEY JCTN.
RTINGHE
10
C"
LE LINE)
15
16
INTER
YALE
LINE (BE
PIONEER JUNCTION
HA
ABSARO
21
GOLDFISH
DICKEBUSCH
27


A B H
DIVISIONAL BOUNDARY
TRACK G
TRACK C
INTER BRIGADE BOUNDARY
CORPS SOUTHERN BOUNDARY
POPERINGHE
BLUE LINE
EAST POPERINGHE LINE
PURPLE LINE
GREEN LINE
BRANDHOEK
VANHEPTINGHE
HALFWAY
DAWSON TRACK
WEST
WORK
105TH ENGINEER REGIMENT
CAMP
HUTS
TENTS

HINDENBURG LINE (BELLICOURT)

On September 29th this division with the 27th American Division on the left and the 46th British Division on the right assaulted the Hindenburg Line. The Hindenburg Line at this point curves in front of the Tunnel St. Quentin. This was considered impregnable by the Germans for the following reasons: The Hindenburg Line curving west of the tunnel consisted of three main trench systems protected by vast fields of heavy barbed wire entanglements skillfully placed. This wire was very heavy and had been damaged very little by artillery fire. The dominating ground enabled them to bring devastating machine gun fire on all approaches. The lines had been strengthened with concrete machine gun emplacements. It contained at this point a large number of dugouts lined with mining timbers, with wooden steps leading down to a depth of about 30 feet, with small rooms capable of holding from four to six men each. In many cases these dugouts were wired for electric lights. The large tunnel through which the canal ran was of sufficient capacity to shelter a division. This tunnel was electrically lighted and filled with barges. Connecting it with the Hindenburg trench system were numerous tunnels. In one case a direct tunnel ran from the main tunnel to the basement of a large stone building, which the enemy used for headquarters. Other tunnels ran from the main tunnel eastward to the City of Bellicourt and other places. This complete subterranean system with its hidden exits and entrances, unknown to us, formed a most complete and safe subterranean method of communication and reinforcement for the German sector.

The 30th Division, the 60th Brigade augmented by units of the 117th Infantry, attacking, assaulted this line at 5:10 A.M., September 29th, on a front of three thousand yards, captured the entire Hindenburg System of that sector and advanced farther, capturing the tunnel system with the German troops therein and took the Cities of Bellicourt, Nauroy, Riqueval, Carriere, Etricourt, Guillaine Ferme and Ferme de Riqueval, advancing four thousand two hundred yards, defeating two enemy divisions of average quality (the 75th Reserve Division and the 185th Division), taking as prisoners 47 officers and 1,434 men.

On October 1st-2nd the 30th Division was relieved by the 5th Australian Division and moved to back area with Division Headquarters at Herbecourt. The division scarcely reached this area when it was marched back and took over the front line in the same sector from the 2nd Australian Division near Montbrehain on the night of 4th-5th.

BRANCOURT, PREMONT, BUSIGNY, ESCAUFOURT, VAUX ANDIGNY

On October 8th, 9th, 10th and 11th the 30th Division attacked each day, advancing 17,500 yards, and capturing le Tilleul d'Archies, le Petit Cambresis, Becquigny, Mon. Sarasin, le Trou Aux Soldats, Busigny, Gloriette, le Vert Donjon, Escaufourt, le Rond Pont, Vaux Andigny, Vallee Hasard, la Haie Menneresse, la Rochelle, le Vent de Bise, St. Souplet, St. Benin, Malassise, Geneve, half of Montbrehain, Brancourt, Premont, Vaux le Pretre, Brancoucourt, Fraicourt Ferme, Bois Mirand, Butry Ferme, la Sabliere Bois, Becquignette Ferme, Bois de Malmaison, Malmaison Ferme, Bois de Busigny, Bois l'Ermitage, Bois Proyart, Imberfayt and Du Guet Fassiaux Fermes, taking prisoner 45 officers and 1,889 men. The 59th Brigade began this attack on October 8th and captured all their objectives, including Premont and Brancourt. During this operation from October 8th to 11th the 30th Division encountered units from fourteen German divisions, classified by the British High Command as follows: 34th Division, average; 20th Division, very good; 24th Division, very good; 21st Division, average; 21st Reserve Division, average; 38th Division, very good; 119th Division, average; 121st Division, average; 187th Sharpshooting Section, very good; 204th Division, average; 208th Division, average; 3rd Naval Division, very good; 15th Reserve Division, average.

The 30th Division was relieved by the 27th Division on October 11th-12th, but returned on October 16th and took over a part of the same line at the same place, being the right half of the sector temporarily held by the 27th. The next attack was launched on October 17th, 18th and 19th against the 221st Division, average; 243rd Division, average; 29th Division, very good, advancing nine thousand yards and capturing 6 officers and 412 men, and the towns of Molain, St. Martin Riviere, Ribeauville, Ecaillon, Mazinghein, and Ribeaucourt Ferme.

During much of the fighting from October 8th to 11th and from 17th to 19th difficulties of the terrain were very great, with the country greatly broken by small patches of woods and villages, with uneven terrain and occasional large towns admirably added to the machine gun defense of which the Germans took every advantage. The La Selle River with high banks beyond was obstinately defended. In spite of these difficulties the advance continued, often without artillery support, and was made possible only by the determination of the men and the skillful use of all arms combined with clever utilization of the diversified terrain. The 3rd German Naval Division of the crack German divisions was hastily thrown in in an attempt to stop the advance.

The map, Plate II, shows the advances of the division in each offensive.

The division was then withdrawn to the Heilly Training Area, near Amiens, for replacements and a well-earned rest; Division Headquarters at Querrieu. Two weeks later, when orders for an immediate return to the front were expected daily, the armistice with Germany was signed November 11th, 1918. The fighting being over, the II American Corps was released from the British E. F. with which it had been associated since its arrival in France and transferred to the American E. F. in the Le Mans area, where the first units of the 30th Division arrived and Division Headquarters opened at Ballon on November 21st.

During the above operations the advance was so rapid and the troops withdrawn so soon, there was no opportunity to gather up and salvage a great number of guns and supplies captured, which were left for the salvage troops of the Fourth British Army. Upon a partial check by the units of the division, it is known that at least 72 field artillery

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PLATE II: SOMME OFFENSIVE SEPTEMBER AND OCTOBER, 1918

This Progress map on a scale of 1 to 40,000 shows the area captured by the 30th Division during the period, Sept. 23rd to Oct. 20th, 1918, colored in green.

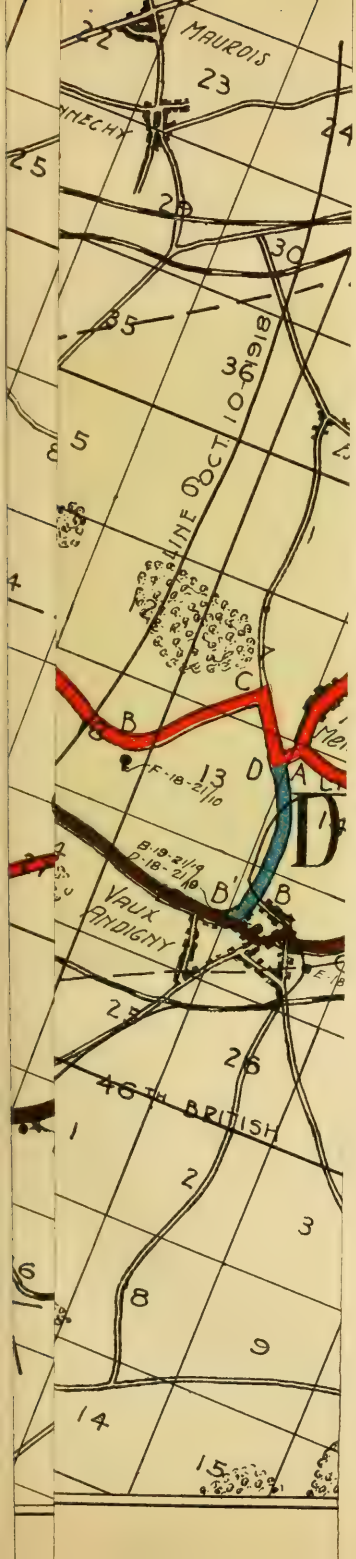
The gap shown between the two colored portions is the area captured by the Australian Corps from September 30th to October 5th.

The Red and Black and Blue roads referred to in the reports, Chapters IX, X, XI and XII, are shown on this map in their respective colors.

A dotted boundary line is shown South of Premont and South of Bohain. After the advance had reached the La Selle River the Corps boundaries were changed so as to give the British on our Left the village of Premont for billets while the 30th Division occupied Bohain.

The Hindenburg System of trenches are shown only in a general way. For detailed information see Chapter X and St. Quentin Tunnel report.

The map also shows the locations of the various companies and units of the 105th Engineers during the entire occupancy of this sector.


MAUROIS
23
24
25
28
30
35
36
5
LINE OCT. 1 BIS
C
B
13
D
A
B-19-21/9
C-18-21/10
B'
B
VAUX
ANDIGNY
26
46TH BRITISH
1
2
3
8
9
14
15



Fold-out Placeholder

This fold-out is being digitized, and will be inserted at future date.

pieces, 26 trench mortars, 426 machine guns, and 1,792 rifles were captured, in addition to the great mass of material. This represents but a portion of the captures. In many instances field guns taken from the Germans were turned over to the supporting artillery and used by them upon the retreating enemy.

Total number of prisoners captured by this division from September 29th to October 20th: 98 officers, 3,750 men. During the same period we lost 3 officers and 24 men as prisoners, 44 officers and 1,011 men killed, 113 officers and 4,823 men wounded (including slightly wounded and slightly gassed).

It is quite interesting to note the following tabulation which shows the number of civilians liberated by the Division during its advances:

Busigny,	1,800	St. Souplet,	450
Brancourt,	5	Molain,	5
Montbrehain,	9	La Haie Menneresse,	24
Becquigny,	350	Ribeauville,	2
Escaufourt,	81	Mazinghein,	1
St. Benin,	175		

The following messages and orders speak for themselves:

HEADQUARTERS 30TH DIVISION
AMERICAN EXPEDITIONARY FORCES
FRANCE

October 1, 1918.

General Orders: No. 33

1. The Division Commander wishes to congratulate the 30th Division upon the success of its first divisional action, and to express appreciation of the courage, fortitude and devotion displayed by its personnel.

2. To be given the task, in its initial effort, to play an important rôle in breaking through the HINDENBURG line, the strongest defenses on the Western Front, was a great honor, and the fact that the break-through was actually made on the divisional front is ample evidence that the honor was not misplaced, and is a credit to the fighting efficiency of the Division, of the command of which the undersigned has every reason to be proud.

3. The Division retires temporarily for reorganization and well-earned rest, but with a feeling of satisfaction at a task well done and with augmented faith in itself.

4. There is deep and keen regret for the gallant comrades who have gloriously died, and an earnest intention of further perfection as a combat organization in order that the Division may do to the fullest extent possible its share in bringing about the early success of the great cause in which they have fallen.

5. This order will be read to every organization at its first formation and be posted on bulletin boards.

E. M. Lewis,
Major General.

. . . . . .

AUSTRALIAN CORPS

To: Major General G. W. Read,
Comdg., II American Corps.

Corps Headquarters,
2nd October, 1918.

My dear General:

As the II American Corps has now been withdrawn from the line, and my official association with you and your troops has been, for the time being, suspended, I desire to express to you the great pleasure that it has been to me and to the troops of the Australian Army Corps to have been so closely allied to you in the recent very important battle operations which have resulted in the breaking through of the main HINDENBURG line on the front of the Fourth British Army.

Now that fuller details of the work done by the 27th and 30th American Divisions have become available, the splendid gallantry and devotion of the troops in these operations have won the admiration of their Australian comrades. The tasks set were formidable, but the American troops overcame all obstacles and contributed in a very high degree to the ultimate capture of the whole tunnel system.

I shall be glad if you will convey to your Division Commanders my appreciation of and thanks for the work done, and to accept

my best wishes for every possible success in the future. Yours very sincerely,

JOHN MONASH,
Comdg., Australian Corps.

. . . . . .

October 9th, 1918.

Major General G. W. READ,
II American Corps.

On this first occasion on which the II American Corps has taken part in battle on its own, I desire to convey to you, General Read, and all members of your staff as well as to all other ranks of the Thirtieth Division my hearty congratulations on your victory today. The gallantry of your infantry and the precision with which all staff arrangements have worked has filled me with admiration and it has given me pleasure to report your unqualified success to Field Marshal Sir Douglas Haig.

HENRY RAWLINSON,
General, Commanding,
Fourth British Army.

. . . . . .

Telegram from G. H. Q.

October 12, 1918.

Major General G. W. READ,
II American Corps.

The Commander-in-Chief desires you to convey to the officers and soldiers of your Corps his appreciation of the magnificent qualities which have enabled them, against powerful resistance, to advance more than ten miles and to take more than six thousand prisoners since September twenty-seven.

McANDREWS.

. . . . . .

October 20, 1918.

Major General G. W. READ,
II American Corps.

I wish to express to you personally and to all the officers and men serving under you my warm appreciation of the very valuable and gallant services rendered by you throughout the recent operations with the 4th British Army. Called upon to attack positions of great strength held by a determined enemy, all ranks of the 27th and 30th divisions under your command displayed an energy, courage and determination in attack which proved irresistible. It does not need me to tell you that in the heavy fighting of the past three weeks you have earned the lasting esteem and admiration of your British comrades-in-arms whose success you have so nobly shared.

D. HAIG,
Field Marshal.

. . . . . .

HEADQUARTERS 30TH DIVISION
AMERICAN EXPEDITIONARY FORCES
FRANCE

October 20, 1918.

GENERAL ORDERS: No. 38

1. The 30th Division again retires for rest and reorganization after adding another chapter to its already glorious record.

2. With the exception of three days—October 12th, 13th and 14th—when it was in reserve, the Division attacked every day from October 8th to October 19th, inclusive, defeating the enemy and making material gains each day. During this period the lines were advanced by the Division from MONTBREHAIN to beyond MAZINGHEIN, a distance of more than thirteen miles, and the towns of BRANCOURT, PREMONT, BUSIGNY, VAUX ANDIGNY, ESCAUFOURT, ST. BENIN, ST. SOUPLET, RIBEAUVILLE and MAZINGHEIN, as well as many villages and farms, were taken.

3. During this period 45 officers and 1,889 other ranks were taken prisoners and nearly forty cannon, a large number of machine guns and an immense amount of stores of all kinds were captured by the Division.

4. The skill, courage, fortitude and endurance displayed by the Division have won

the admiration of all and the commendation of High Commanders.

5. Holding in affectionate memory the comrades who have fallen, justly proud of its glorious achievements already accomplished, the Division will devote itself untiringly to reorganization and rehabilitation in the confidence that when again called upon it will, as in the past, be found equal to any task that may be assigned to it.

E. M. Lewis,
Major General,
Commanding.

. . . . . .

October 22d, 1918.

II American Corps.

Now that the American Corps has come out of the line for a well-earned period of rest and training, I desire to place on record my appreciation of the gallantry and the fine soldierly spirit they have displayed throughout the recent hard fighting.

The breaking of the great HINDENBURG system of defense, coupled with the capture of BRANCOURT, BUSIGNY and ST. SOUPLET, and finally the forcing of the passages of the SELLE river, constitute a series of victories of which each officer, N.C.O. and man has every reason to feel proud.

The Corps has been very well supported by the artillery of the Australian Corps, to whom I desire to offer my best thanks for their skill and endurance during the long months they have now been in action.

The efficiency with which the staff work of the Corps has been carried out on this their first experience as a fighting Corps in the line of battle has filled me with admiration, and I attribute it largely to the zeal and unity of purpose which has throughout animated the whole Corps.

The outstanding feature of their recent victories has been the surpassing gallantry and self-sacrifice of the regimental officers and men. I congratulate them on their prowess and offer them one and all my warmest thanks for the leading part they have taken in the recent operations.

It is possible now to give the Corps a period of rest, during which special attention should be paid to the training of the smaller units in minor tactics, such as the attack of strong points and machine gun nests. The experience they have had of actual combat will assist them to improve their fighting efficiency in this respect.

In thanking the Corps as a whole for the great services they have rendered to the Allied cause, I desire to wish all ranks the best good fortune in the future.

Rawlinson,
Comdg., 4th British Army.

. . . . . .

Busigny, October 27, 1918.

Commanding General, 30th Division.

Acting as a representative of the commune and in its name, consequently in the name too of a part of France, I take the liberty to come and express to our liberator and to the gallant troops under your command our feelings of deepest and eternal gratitude.

For those who have not been submitted, as we have for four years, to the intolerable and abhorred German yoke, it is difficult to realize how great were the relief, the joy, the well-being, in a word the unexpressible happiness we all felt when the first Allied troops made their way through our village, and this great event has been for us like the dawn of a resurrection.

I should be very thankful to you if you would convey to all your officers, N.C.O.'s and men under your command our deep feelings of admiration and eternal gratitude.

Please, Sir, accept the expression of my highest consideration, and believe me,

Yours most devotedly,
The Mayor of Busigny,
E. Mairis.

. . . . . .

November 15th, 1918.

Commanding General, 30th Division.

1. Referring to the telegram from the Commander-in-Chief of appreciation of the sacrifice and service of the troops of the American Expeditionary Force, I feel that it should be impressed upon the men of our command that they, and the organizations to which they belong, have played an exceptional part in bringing about the magnificent results which the Commander-in-Chief has so warmly eulogized, and that every advantage should be taken of this expression of what has been done in the past and confidence as to the future by those in command to inspire their men with pride in the service they have had as soldiers in the Army of the United States, and to keep alive this "proud consciousness of a new Americanism born of sacrifice."

2. I would request that you convey to your command my appreciation of the part they have taken in our great victory, and my thanks for their heroic devotion to duty; and that I share with them their sorrow for fallen comrades, and their pride in the high achievements of the men of this Corps.

G. W. Read,
Major General,
Comdg., II Corps.

. . . . . .

November 16th, 1918.

Commanding General, II American Corps.

Now that the American II Corps is leaving the British zone, I wish once more to thank you and all officers, non-commissioned officers and men under your command, on behalf both of myself and all ranks of the British Armies in France and Flanders for the very gallant and efficient service you have rendered during the period of your operations with the Fourth British Army.

On the 29th September you took part with distinction in the great and critical attack which shattered the enemy's resistance in the HINDENBURG line and opened the road to final victory. The deeds of the 27th and 30th American Divisions, who on that day took BELLICOURT and NAUROY and so gallantly sustained the desperate struggle for BONY, will rank with the highest achievements of this war. They will always be remembered by the British Regiments that fought beside you.

Since that date, through three weeks of almost continuous fighting, you advanced from one success to another, overcoming all resistance, beating off numerous counter attacks, and capturing several thousand prisoners and many guns. The names of BRANCOURT, PREMONT, BUSIGNY, VAUX ANDIGNY, ST. SOUPLET and MAZINGHEIN testify to the dash and energy of your attacks.

I rejoice at the success which has attended your efforts and I am proud to have had you under my command.

(Sgd.) D. Haig,
Field Marshal.

. . . . . .

AMERICAN EXPEDITIONARY FORCES
Office of the Commander-in-Chief
FRANCE

February 19, 1919.

Major General Edward M. Lewis,
Commanding 30th Division,
American Expeditionary Forces.

My dear General Lewis:

It gives me much pleasure to extend to you and the officers and men of the 30th Division my sincere compliments upon their appearance at the review and inspection on the 21st of January, southwest of Tielle, which was excellent and is just what would be expected in a command with such a splendid fighting record.

After its preliminary training the division entered the line on July 16th, where it remained almost continuously until the end of October. In that time it was in the actual

battle from the 30th of August and took part in the Ypres-Lys and Somme offensives. On September 29th the division broke through both the Hindenburg and the Le Catelet-Nauroy lines, capturing Bellicourt and Nauroy, an operation on which all subsequent action of the 4th British Army depended. From October 7th to October 20th, the division advanced 23 kilometers in a continued series of attacks, capturing 2,352 of the enemy. Brancourt, Premont, Busigny, St. Benin, St. Souplet and Escaufourt, La Haie, Minneresse and Vaux Andigny are names which will live in the memories of those who fought in the 30th Division. But its especial glory will always be the honor you won by breaking the Hindenburg line on September 29th. Such a record is one of which we are all proud.

It is gratifying to see your troops in such good physical shape, but still more so to know that this almost ideal condition will continue to the end of their service and beyond, as an exemplification of their high character and soldierly qualities.

I inspected the artillery brigade of the division later, and found the same high standard of personnel that marks the rest of the division.

Very sincerely yours,
JOHN J. PERSHING.

The Division Commander congratulates the division upon this high tribute from the Commander-in-Chief, and again expresses his pride in being its Commander.

By Command of Major General LEWIS:
ANDREW J. WHITE,
Lieut. Colonel, Inf., U.S.A.,
Adjutant.

HEADQUARTERS 30TH DIVISION
AMERICAN EXPEDITIONARY FORCES
FRANCE

November 26, 1918.

GENERAL ORDERS: No. 49.

1. The following named Division Staff Officers, Brigade and Regimental Commanders are mentioned for their untiring zeal and entire devotion to the responsible duties of their respective positions during the operations of the 30th Division from September 29th to October 20th, 1918:

Colonel John K. Herr, Chief of Staff.
Lt. Col. F. B. Kobes, A. C. of S., G-1.
Major Burton Y. Read, A. C. of S., G-2.
Lt. Col. Chas. Burnett, A. C. of S., G-3.
Col. A. M. Whaley, Division Surgeon.
Col. H. B. Springs, Actg. Div. Q.M.
Lt. Col. James G. Taylor, Div. Sig. Officer.
Maj. Frank A. Montrose, Div. Sig. Officer.
Maj. J. Shapter Caldwell, Actg. Div. Adj.
First Lieut. Frank E. Barber, A. D. C.
Brig. Gen. L. D. Tyson, Comdg. 59th Bde.
Brig. Gen. S. L. Faison, Comdg. 60th Bde.
Col. Joseph H. Pratt, Commandg. 105th Engineers.
Col. Cary F. Spence, Comdg. 117th Infantry.
Col. Orrin R. Wolfe, Comdg. 118th Infantry.
Col. J. Van B. Metts, Comdg. 119th Infantry.
Col. Sidney W. Minor, Comdg. 120th Infantry.

2. The Division Commander desires to express his appreciation of the loyalty and able assistance rendered him by the officers above mentioned as well as by all other officers of the division Staff, remarkable for its harmony, industry and efficiency.

By Command of Major General LEWIS:

·OFFICIAL·

John K. Herr
Chief of Staff

Official:
ANDREW J. WHITE,
Lt. Col., Inf., U.S.A.,
Adjutant.

·G·2·

OPERATIONS 30th DIVISION

Engagements	Date	Places Captured	Prisoners	Civilians Liberated	Divisions on Flanks Right	Divisions on Flanks Left	German Opposing Divisions	Remarks
BELGIUM:								
Ypres (Canal Sector)	Aug. 31 to Sept. 2 1918	Voormezeele, Lankhof Farm, Lock No. 8.	15		27 Am.	14 Br.	236 D.	Trophies taken: 2 machine guns, and 35 rifles.
FRANCE:								
Battle of Bellicourt	Sept. 29 to Sept. 30 1918	BELLICOURT, Bellicourt Tunnel, St. Quentin Canal, Nauroy, Cabaret Wood Farm, Riqueval, Carriere, Etricourt.	1481		46 Br.	27 Am.	75 R. D. 185 D.	The advance was so rapid, and the division was withdrawn so soon, there was never an opportunity to count, collect, or salvage the great number of guns and the tremendous amount of stores captured. However, a partial check shows the division captured the following: 72 field artillery pieces; 26 trench mortars; 426 machine guns, and 1,792 rifles.
Battle of Montbrehain	Oct. 8 to Oct. 11 1918	Le Tilleul d'Archies, le Petit Cambresis, Becquigny, Mont Sarasin, le Trou aux Soldats, Busigny, Gloriette, le Vert Donjon, Escaufourt, le Rond Pont, Vaux Andigny, Vallee Hasard, la Haie Memeresse, la Rochelle, le Vent de Bise, St. Souplet, St. Benin, Malassise, Geneve, half of Montbrehain, Brancourt, Premont, Vaux le Pretre, Brancoucourt, Fraicourt Ferme, Bois Mirand, Butry Ferme, la Sabliere Bois, Becquignette Ferme, Bois de Malmaison, Malmaison Ferme, Boise de Busigny, Bois l'Ermitage, Bois Proyart, Imberfayt and du Guet Fassiaux Fermes.	1934	2899	6 Br.	25 Br.	34 D. 20 D. 21 D. 21 R. D. 38 D. 119 D. 121 D. 187 Sharpshoot Sec. 204 D. 208 D. 3 Nav. D. 15 R. D.	
Battle of La Selle River	Oct. 17 to Oct. 20 1918	Molain, St. Martin-Riviere, Mazinghein, Ribeauville, Ecaillon, Heights of Catillon.	418	3	1 Br. 6 Br. 46 Br.	27 Am.	221 D. 243 D.	The total number of men cited in General Orders extraordinary bravery in action (to Feb. 1) was 411. Decorations awarded (to Feb. 1) were as follows: British: M. C....13; M. M...27; D. C. M.16; Total...56 American: M. H.'s..7; D. S. C...181; D. S. M..1; 189

The commanders of the 30th Division, in the order named, were:

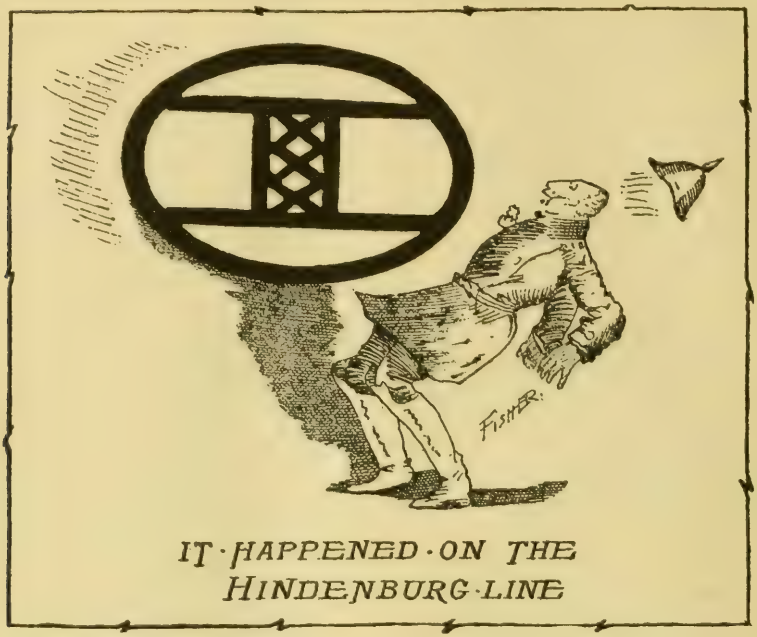
Major Gen. J. F. Morrison, Brig. Gen. S. L. Faison,
Brig. Gen. W. S. Scott, Major Gen. Geo. W. Read,
Major Gen. C. P. Townsley, Major Gen. E. M. Lewis.

The following is a list of the supporting artillery, both light and heavy, which supported this division in the battles set forth below:

Light Artillery	Heavy Artillery
Battle of Ypres:	
33rd Divisional R. F. A.	
35th Divisional R. F. A.	
Battle of Bellicourt:	
4th Aust. Field Artillery Bde.	18th Bde. R. G. A.
5th Aust. Field Artillery Bde.	41st Bde. R. G. A.
7th Aust. Field Artillery Bde.	51st Bde. R. G. A.
8th Aust. Field Artillery Bde.	71st Bde. R. G. A.
10th Aust. Field Artillery Bde.	93rd Bde. R. G. A.
12th Aust. Field Artillery Bde.	
13th Aust. Field Artillery Bde.	
14th Aust. Field Artillery Bde.	
6th Army Bde., Aust. Field Artillery	
Battle of Montbrehain:	
4th Aust. Field Artillery Bde.	18th Bde. R. G. A.
5th Aust. Field Artillery Bde.	41st Bde. R. G. A.
7th Aust. Field Artillery Bde.	51st Bde. R. G. A.
8th Aust. Field Artillery Bde.	71st Bde. R. G. A.
10th Aust. Field Artillery Bde.	93rd Bde. R. G. A.
13th Aust. Field Artillery Bde.	
14th Aust. Field Artillery Bde.	
6th Army Bde., Aust. Field Artillery	
12th Army Bde., Aust. Field Artillery	
Battle of La Selle River:	
7th Aust. Field Artillery Bde.	9th Mobile Bde.,
8th Aust. Field Artillery Bde.	R. G.
10th Aust. Field Artillery Bde.	
11th Aust. Field Artillery Bde.	
13th Aust. Field Artillery Bde.	
14th Aust. Field Artillery Bde.	
6th Army Bde., Aust. Field Artillery	

The following is a list of general officers, British E. F., with whom the division served or was affiliated:

Field Marshal Sir D. Haig, C. in C., British Armies in France.
General Horne, Commanding General, 1st British Army.
General Plumer, Commanding General, 2nd British Army.
General Byng, Commanding General, 3rd British Army.
General Rawlinson, Commanding General, 4th British Army.
General Birdwood, Commanding General, 5th British Army.
General Hollander, Commanding General, 1st British Corps.
Major General Jacobs, Commanding General, 2nd British Corps.
Brig. General Wilson, Chief of Staff, 2nd British Corps.
General Monash, Commanding General, Australian Corps.
General Malden, Commanding General, 6th British Division.
General Skinner, Commanding General, 14th British Division.
Major General Fleming, Commanding General, 32nd British Division.
Major General Penny, Commanding General, 33rd British Division.
General Nickerson, Commanding General, 34th British Division.
Major General Boyd, Commanding General, 46th British Division.
Major General N. J. G. Cameron, Commanding General, 49th British Division.
Major General Lambert, Commanding General, —— British Division.
Major General J. W. Glasgow, Commanding General, 1st Aust. Division.
Brig. General Anderson, 1st Aust. Div. Artillery.
Brig. General McKaye, 1st Aust. Div. Liaison Officer.
General Rosenthal, Commanding General, 2nd Aust. Division.
General McKlaggem, Commanding General, 4th Aust. Division.
Major General Howe, Commanding General, 5th Aust. Division.
Brig. General Bissel Brown, Commanding General, 5th Aust. Div. Art.



AMERICAN EXPEDITIONARY FORCES
OFFICE OF THE COMMANDER-IN-CHIEF

To Departing Officers of the A.E.F.:

After honorably serving your Country in a great war, you are about to embark for the homeland. Remember that the bearing of their officers is reflected in the behavior and discipline of the men you are commanding homeward bound. I most sincerely trust that no single act may occur to stain the splendid record won by our troops in Europe. My confidence and best wishes follow you and them as you cross the sea and in your future service in the Army or elsewhere.

John J. Pershing.

G. H. Q.
AMERICAN EXPEDITIONARY FORCES
FRANCE

February 28, 1919.

General Orders: No. 39-A

My Fellow Soldiers:

Now that your service with the American Expeditionary Forces is about to terminate, I can not let you go without a personal word. At the call to arms, the patriotic young manhood of America eagerly responded and became the formidable army whose decisive victories testify to its efficiency and its valor. With the support of the nation firmly united to defend the cause of liberty, our army has executed the will of the people with resolute

purpose. Our democracy has been tested, and the forces of autocracy have been defeated. To the glory of the citizen-soldier, our troops have faithfully fulfilled their trust, and in a succession of brilliant offensives have overcome the menace to our civilization.

As an individual, your part in the world war has been an important one in the sum total of our achievements. Whether keeping lonely vigil in the trenches, or gallantly storming the enemy's stronghold; whether enduring monotonous drudgery at the rear, or sustaining the fighting line at the front, each has bravely and efficiently played his part. By willing sacrifice of personal rights; by cheerful endurance of hardship and privation; by vigor, strength and indomitable will, made effective by thorough organization and cordial coöperation, you inspired the war-worn Allies with new life and turned the tide of threatened defeat into overwhelming victory.

With a consecrated devotion to duty and a will to conquer, you have loyally served your country. By your exemplary conduct a standard has been established and maintained never before attained by any army. With mind and body as clean and strong as the decisive blows you delivered against the foe, you are soon to return to the pursuits of peace. In leaving the scenes of your victories, may I ask that you carry home your high ideals and continue to live as you have served—an honor to the principles for which you have fought and to the fallen comrades you leave behind.

It is with pride in our success that I extend to you my sincere thanks for your splendid service to the army and to the nation.

Faithfully,

JOHN J. PERSHING,
Commander in Chief.

Official:
ROBERT C. DAVIS,
Adjutant General.

HEADQUARTERS 30TH DIVISION
AMERICAN EXPEDITIONARY FORCES
FRANCE

March 2d, 1919.

NOTICE! ALL MEMBERS OF THE 30TH DIVISION:

The great name of the "Old Hickory Division" and your brave and noble deeds are to be incorporated in the records for future generations. In order that the ties of comradeship and service, which have cemented you together, may not fall asunder and disappear, an Association of the division has been formed. This association will meet each year where its members may renew their friendships and acquaintances enjoyed during the real life of the division, and where their deeds and services can be recalled, which deeds and services have justly entitled the division to the recognition throughout the world as one of the greatest divisions in American military history.

The following is a short synopsis of the tentative organization, subject to change and ratification at the first annual convention:

NAME: "Old Hickory (30th) Division Association."

DATE OF FIRST CONVENTION: September 28-29, 1919.

PLACE: To be announced later.

The undersigned Organization Committee was selected at a meeting held February 27th, 1919. This meeting was composed of all General Officers of the division, the Chief of Staff, Chiefs of Sections of the General Staff, Chiefs of Services, and all Regimental and Independent Unit Commanders, who represented all organizations and all departments of the division. There will be, in addition to the Organization Committee, the following sub-committees:

Committee on Membership,
Committee on Constitution and By-Laws,
Committee on Arrangements,
Committee on Finance,
Committee on Historical Records.

These committees, representing all organizations and composed of all ranks, have commenced work in the exercise of their duties with a view of having all arrangements made for the first convention. At this convention the permanent organization will be formed.

Dues: Dues for the first year will be two and one-half (2½f.) francs, payable here, or fifty (50c.) cents in the States. All dues will be paid in to the person designated by the Unit Commander, who will turn them over to the Division Disbursing Quartermaster, together with the name, organization and home address of each member. The Disbursing Quartermaster will turn over the funds to the temporary Secretary when appointed.

On arrival in the States, a systematic publicity campaign will be started for the promotion and advertisement of the coming convention. All members of the division who have not joined before demobilization will send their dues to the Secretary, giving their full name, organization and home address.

As outlined in Paragraph 1, this Association is organized to perpetuate the division in the future and for the pleasure of its members. It is, therefore, incumbent upon all members of the division to become members of the Association and to do all possible to promote its interest. The first convention is going to be a great one in the history of the division, and all members should begin preparation now to be present. The place for the convention, as well as all other details of interest that will subsequently develop, will be announced through the press as early as practicable.

The hearty interest and coöperation of all members of the division are earnestly and respectfully solicited.

ORGANIZATION COMMITTEE,
Holmes B. Springs, *Chairman,*
Colonel, Inf.
Lawrence D. Tyson,
Brig. General.
Albert L. Cox,
Colonel, Artillery.

CHAPTER II

ORGANIZATION AND TRAINING OF THE 105TH ENGINEERS

ORGANIZATION

General Order No. 4, Headquarters 30th Division, Camp Sevier, S. C., dated Sept. 12th, 1917, was authority for the organization of the 105th Regiment of Engineers, which was composed of the First Separate Battalion of North Carolina Engineers, as the 1st Battalion, and the 1st Battalion of the 1st Infantry, North Carolina National Guard, as the 2nd Battalion and the Engineer Train. The regiment when organized was commanded by Col. Harley B. Ferguson, Corps of Engineers, U. S. Army (now Brigadier General, U. S. Army), with Major Joseph Hyde Pratt (now Colonel, Corps of Engineers, U. S. Army) second in command.

FIRST BATTALION

The 1st Battalion, 105th Engineers, was originally the First Separate Battalion of North Carolina Engineers, composed of Companies A, B and C, which became Companies A, B and C of the 1st Battalion, 105th Engineers. As a separate battalion in the North Carolina National Guard it was commanded by Major Joseph Hyde Pratt, with Capt. Perrin C. Cothran as Adjutant. Upon the transfer of the battalion to the 105th Engineers, Major Joseph Hyde Pratt was appointed second in command of the regiment, and Capt. Perrin C. Cothran was appointed Regimental Adjutant, Maj. John H. Finney of the Engineer Officers Reserve Corps being put in command of the battalion. The companies which comprised this battalion were originally formed as follows:

COMPANY A

Company A was originally formed as Company A of the North Carolina Engineers and was organized in Wilmington, N. C. It was mustered into the State service on August 11th, 1916, and on Sept. 6th, 1916, was mustered into the Federal service.

It was engaged on Mexican Border service from October 17th, 1916, to March 27th, 1917; on guard duty from April 8th, 1917, to June 29th, 1917; at Camp Royster, Goldsboro, N. C., from June 29th, 1917, to July 28th, 1917, and reported at Camp Sevier, S. C., on July 29th, 1917. On September 12th, 1917, it became Company A of the 105th Engineers. Of the officers who were with the company when organized, Capt. Geo. W. Gillette and 2nd Lt. Robt. M. Williams were with it at this time.

COMPANY B

Company B, 105th Engineers, originally Company B, North Carolina Engineers, was organized and mustered into State service at Charlotte, N. C., on August 25th, 1916. It was mustered into the Federal service at Camp Glenn on October 10th, 1916, and was in service on the Mexican Border from October 21st, 1916, to March 21st, 1917; guard duty, 2nd District, North Carolina, from April 10th, 1917, to June 28th, 1917; at camp at Goldsboro, N. C., from July 2nd to 28th, 1917; at Camp Greene, N. C., from July 29th to September 16th, 1917, when it reported to Camp Sevier and became Company B of the 105th Engineers.

Capt. Clarence E. Boesch, 1st Lt. Guy L. Winthrop and 2nd Lt. John H. Trescot were in command.

COMPANY C

Company C, 105th Engineers, originally Company C of the North Carolina Engineers, was organized on April 10th, 1917, and on April 17th received Federal recognition as a National Guard unit. The company was mustered into Federal service on July 30th, 1917, and remained at Greensboro until August 20th, 1917, when it reported to Camp Sevier, where on September 12th, 1917, it became Company C of the 105th Engineers. The officers with the company at this time were Capt. Edward W. Myers, 1st Lt. Herbert A. Church and 2nd Lt. John F. Hill.

SECOND BATTALION

The 2nd Battalion was formed from the 1st Battalion of the 1st Infantry, North Carolina National Guard. This battalion, with the 1st Inf., N.C.N.G., had been mustered into the Federal service on August 5th, 1917, and on September 12th was transferred to the 105th Engineers and 105th Engineer Train, the actual transfer taking place on September 14th, 1917. In command of the battalion at this time was Major George L. Lyerly, with Lieut. Louis Gardner Acting Adjutant. Companies B, C and D of this battalion now composed the 2nd Battalion of the 105th Engineers and Company A formed the Engineer Train. The separate companies were originally formed as follows:

COMPANY D

Company D, 105th Engineers, previously Company B of the 1st Inf., N.C.N.G., was organized in February, 1909, at Dallas, N. C., and immediately accepted into the National Guard of North Carolina. The station of the company was very shortly moved to Gastonia, N. C.

This company engaged in the joint maneuvers at Chickamauga Park in 1910; attended all National Guard encampments held at Camp Glenn, N. C.; Federal service on the Mexican Border for four months, 1916-1917, and was mustered out of Federal service on February 15th, 1917. It was again mustered into Federal service on August 5th, 1917, and preceded the regiment to Camp Sevier on August 10th, where it remained until September 12th and then became Company D of the 105th Engineers.

At the time of the transfer the company was commanded by Capt. John P. Reinhardt, assisted by 2nd Lt. Richard W. Rankin.

COMPANY E

Company E, 105th Engineers, previously Company C of the 1st Infantry, N.C.N.G., is the oldest company in the regiment. This company was organized in Winston-Salem about February 12th, 1812, as the "Forsyth Riflemen." The company was known by this name until it became a part of the North Carolina National Guard in 1904. The company was in service in the Civil War with the Confederate Forces and in 1898 served with the 1st North Carolina Regiment of Volunteers in the Spanish-American War, where it was in the Army of Occupation and encamped near Havana, Cuba. After the Spanish-American War the company remained as a part of the North Carolina State Guard until 1904, when it became a part of the National Guard. With the 1st Infantry, N.C. N.G., the company was engaged in the joint maneuvers at Chickamauga Park in 1910; all National Guard encampments thereafter until 1916, when it was in service on the Mexican Border. The company was mustered out of Federal service in February, 1917, and again mustered into the Federal service August 5th, reported to Camp Sevier with the 1st Inf., N.C.N.G., and on September 12th, 1907, became Company E of the 105th Engineers.

With the company at this time were Capt. James G. Wooten, commanding; 1st Lt. Hampton S. Beck and 2nd Lt. James Mitchell.

COMPANY F

Company F, 105th Engineers, previously Company D of the 1st Infantry, N.C.N.G., was organized in Charlotte, N. C., as the "Hornets' Nest Riflemen" in 1858. The company was known by this name until it became a part of the National Guard in 1904, when it became Company D of the 1st N.C.N.G. As the "Hornets' Nest Riflemen" the company made a splendid record in the Civil War with the Confederate Forces, and in 1898 was with the 1st North Carolina Volunteers in the Spanish-American War, in the Army of Occupation. This company had the distinction of being the first American troops to march through the streets of Havana, Cuba. After 1904 the company engaged in the joint maneuvers at Chickamauga Park in 1910; all National Guard encampments until 1916, and was in Federal service on the Mexican Border, 1916-1917. The company was mustered out of the Federal service in February, 1917, and again mustered into the Federal service in August, 1917, and reported with the 1st N.C.N.G. to Camp Sevier. On September 12th the company became Company F of the 105th Engineers.

With the company at the time of the transfer were 1st Lt. W. S. Charles, commanding, and Lt. Morris, assisting.

THE ENGINEER TRAIN

The 105th Engineer Train, previously Company A of the 1st Infantry, N.C.N.G., was organized at Hickory, N. C., in 1904 as the "Hickory Rifles" and immediately after being organized was accepted into the N.C. N.G. and became Company A of the 1st Infantry, N.C.N.G. As Company A, the company engaged in the joint maneuvers at Chickamauga Park of the National Guard in 1910; attended all National Guard encampments to 1916, and with the regiment was mustered into Federal service and served on the Mexican Border. The company was mustered out of the Federal service in February, 1917. In August, 1917, the company was again mustered into the Federal service and with the 1st N.C.N.G. reported to Camp Sevier, where on September 12th, 1917, it became the 105th Engineer Train.

With the company at the time of the transfer were Capt. George L. Huffman, commanding; 1st Lt. Frank L. Cline and 2nd Lt. Joseph E. Cilley.

The regiment of engineers thus formed underwent many changes during the month of October. None of the companies when transferred to the 105th Engineers were up to full strength and men from the draft districts of North Carolina, South Carolina and Tennessee were assigned to the organization in sufficient numbers to give the regiment its full complement of men.

The majority of the officers which had been sent to the regiment with the 1st Battalion, 1st N.C.N.G. Infantry, were transferred back to the infantry and officers from the Engineer Officers Reserve Corps were assigned to fill these and other vacancies that existed.

TRAINING

Immediately upon the formation of the regiment, September 12th, 1917, intensive training in infantry and engineering work was begun under the command and direction of Colonel Harley B. Ferguson and the able assistance of Major (now Colonel) Joseph Hyde Pratt.

Until May 18th, 1918, this training was continued, with the exception of possibly one week when the thermometer was so low that outside work was impracticable. The regiment and the Engineer Train received their full equipment and were able to train in all branches of the work without hindrance. A great deal of work was done in preparing training grounds, rifle ranges, lakes and trenches, which proved to be a most valuable method for obtaining results in training which in general consisted of:

The laying out and construction of trenches and trench systems.

Selection and construction of strong points.
Construction of deep dugouts.
Erection of wire entanglements.
Construction of roads, bridges, dams, pontoon boats, pile drivers and railroads.
Demolitions of all kinds.
Sketching, map reading and map making.
Hectographing, blue printing and lithographing.
Infantry Drill and Field Service Regulations.
Use of and practice with gas masks.
Special bayonet instruction under attached British officers.
Practice and use of hand grenades.

The following work was completed by the Engineers, with the assistance of working parties from the infantry where so noted.

RANGES

100-, 200-, 300-, 500- and 600-yard rifle ranges were laid off by the Engineers and constructed with the aid of contract labor, which did the clearing, and working parties from the infantry which assisted in some of the work on digging the target butts and fire trenches. These ranges were completed in December and the entire division equipped with the rifle had rifle practice. *See photographs 1 to 5 in pictorial section.*

A machine gun range, a trench mortar range and an artillery range were all constructed under the supervision of the engineers which enabled all arms of the service to practice.

Two divisional and one regimental bayonet run were constructed for the training in bayonet work (*see photograph 6, pictorial section*), which was very thoroughly practiced under the instruction of British officers attached to the division for this purpose.

A hand grenade course was built and instruction in throwing grenades was had under the very able direction of French officer instructors.

TRENCHES

A complete system of trenches was laid out by the Engineers and constructed with the assistance of the infantry and a trenching machine operated by the Engineers. This system, as shown on Plate III, was a complete sector, with outposts, fire trench, support trench, intermediate and reserve trenches and the necessary communicating trenches. In these were dug the deep dugouts, machine gun emplacements, and all the accessories necessary to trench warfare and life. A portion of these trenches were riveted and wire entanglements constructed in front of most of the system. *See photograph 7, pictorial section.*

In connection with this system of trenches and the sectors on either side, much work was done in the selecting and construction of strong points. This trench system was used to good advantage in the practice maneuvers of the division and the separate regiments.

Before the construction of this system of trenches there was constructed on a contracted scale a complete set of trenches by the engineers, which also included underground tunnels, splinter proof and bomb proof shelters. *See photograph 8, pictorial section.*

OBSTACLES AND WIRE ENTANGLEMENTS

Double apron, French high wire, low wire, and loose wire entanglements were constructed for practice. On account of a shortage of this material it was often necessary to reconstruct the entanglements, using the same materials over.

PONTOON AND DAM WORK

In order to have practice in pontoon bridge construction and pile bridges in the water, it was necessary to construct the pontoon boats and pile drivers and also a dam where water would be backed up sufficiently to form a lake. Authority to build a dam at Jones Pond, about two miles from the camp, was obtained

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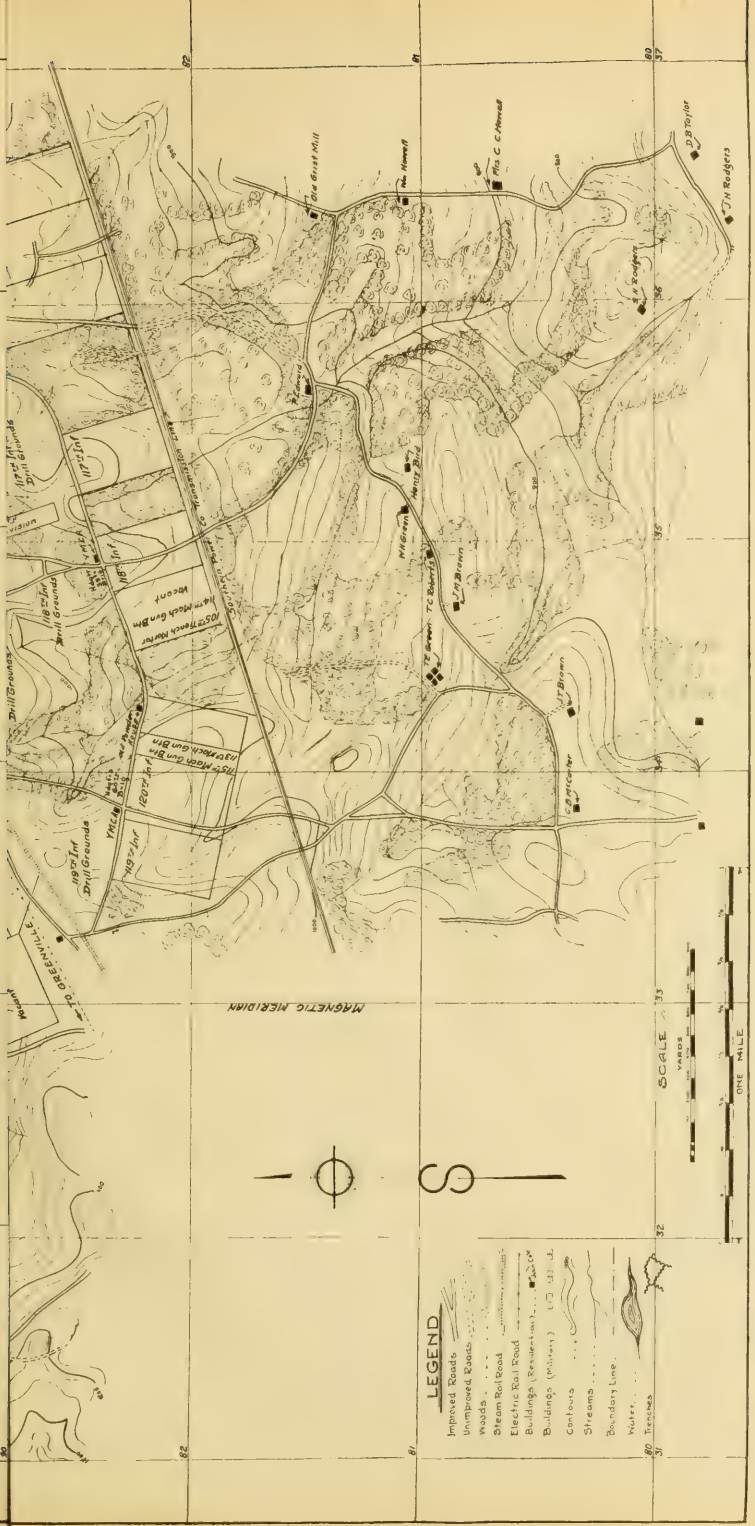

LEGEND
Improved Roads
Unimproved Roads
Woods
Steam Rail Road
Electric Rail Road
Buildings (Residential)
Buildings (Military)
Contours
Streams
Boundary Line
Water
Trenches
SCALE
YARDS
ONE MILE
MAGNETIC MERIDIAN
Old Guard Hill
Pte C Howell
Wm Howell
J B Taylor
J N Rodgers
J T Brown
T C Barnes
E Archer
Drill Grounds
Rifle Range
Mess
Officers Mess
Officers Quarters
Hdqrs
Guard House
Officers Quarters
Officers Mess
Officers Quarters
Officers Mess
Officers Quarters
Officers Mess


PLATE III
CAMP SEVIER S. C.
Sept. 14, 1917 to May 18, 1918
Scale—6 Inches = 1 Mile
LEGEND
LEGEND
SCALE
ONE MILE
MAGNETIC MERIDIAN
TO GREENVILLE
TO SPARTANBURG
105th Engrs
Base Hospital
Vacant
Remount Station
107th Inf Drill Grounds
108th Inf Drill Grounds
109th Inf Drill Grounds
110th Inf Drill Grounds
Artillery Drill Grounds
Rifle Range
Machine Gun Range
Aviation Field
Golf Course
Y.M.C.A.

and a dam was built (*see photograph 9, pictorial section*) that formed a lake over about four acres of ground with an average depth of about four feet. Pontoon boats of both the light and heavy type were constructed by companies of the regiment and launched on this lake where practice in building pontoon bridges was had. *See photographs 10 and 11, pictorial section.*

A pile driver was also constructed by the Engineers and with this was built a section of a pile bridge over this lake, from the end of which the pontoon bridge was constructed. (*See photograph 12, pictorial section.*) A pile foot bridge was also constructed across this lake.

ROADS AND RAILROADS

Much efficient training in the building of roads, top-soil, sand-clay, and concrete was obtained by the construction of such roads as were necessary around and through the camp, which also included the construction of bridges and the repairs of old bridges. The use of a concrete mixer was secured and work was done by practically all platoons of the regiment in constructing the county road that passed through the camp. *See photographs 14, 15 and 16, pictorial section.*

For work on railroads a camp site at Travelers Rest for one company was secured from Mr. Wing, and authority to use a spur of the Greenville and Western Railway for practice on railroad construction was granted by the receivers of the road. This spur was not in use and was badly in need of repairs. The main line was also in poor condition and work was done on this in resurfacing, replacing ties and general repairs. Railroad demolition including rails and bridges was practiced on this spur together with reconstruction after demolition. In this training only one company at a time was engaged as the camp site would only accommodate that number. While so engaged the companies lived in the shelter tents. *See photographs 17, 18 and 19, pictorial section.*

On new construction the regiment was fortunate in being allowed the opportunity to assist in the construction of the double tracking then being done by the Southern railway near Camp Sevier, and each platoon spent several days on this work.

TOPOGRAPHICAL WORK

Through the topographical section of the regiment not only was the personnel of the regiment trained and instructed, but also about 250 officers and men from other units of the division were trained in sketching and map making. The reproduced topographical map, Plate III, is a copy of map of Camp Sevier and the surrounding country covering an area of about fifty square miles and showing the trench system, the rifle ranges, the lake, and other features, which was made by the 105th Engineers.

In addition to this work, hectographing was engaged in to a great extent, and, besides considerable photographic work, one man per company was sent to school for six weeks at Washington Barracks for a course in photography.

INFANTRY TRAINING

Besides the work in Infantry Drill and Field Service Regulations, which received daily attention, special instructions and practice were had in the use and care of gas masks, bayonet practice, throwing of hand grenades, and all members of the regiment shot the course on the rifle ranges several times. The regiment had the reputation while at Camp Sevier of being one of the best drilled organizations in the Division.

PERSONNEL

During the period of training which extended to May 18th, 1918, when the regiment entrained for a port of embarkation for duty overseas, there were numerous changes in the personnel of the organization. Many men and officers had been transferred to special organizations for immediate service over-

seas, and rigid physical examinations were had to throw out all who were unfit for overseas duty, with the result that 400 men and eight officers were needed to bring the organization again up to strength. Three hundred men were assigned to the regiment from draft camps during the latter part of April who were kept isolated from the regiment and put through a very intensive period of training while so quarantined, and then dispersed through the companies at the port of embarkation, which brought the companies up to an average strength of about 225 men and five officers. On May 1st an advanced detachment of nine officers and nine men left Camp Sevier for "overseas." For names and addresses of the personnel of the regiment, see Chapters XVII and XVIII.

CHAPTER III

CHRONOLOGICAL RECORD OF EVENTS FROM DATE OF LEAVING RENDEZVOUS, CAMP SEVIER, MAY 18TH, TO DATE OF ARRIVAL AT TRAINING AREA IN FRANCE, JUNE 18TH, 1918.

This period deals entirely with the travel from rendezvous of the regiment, Camp Sevier, near Greenville, S. C., to its first camping grounds in France, where it was (with the Division) attached to the British Expeditionary Forces.

Before leaving Camp Sevier the personnel of the Regiment and Train had been fully equipped. Each man was allowed a total of 75 pounds including all equipment. Part of this equipment was transported in barracks bags as baggage, while the remainder was carried in a roll slung over the left shoulder and across the body, fastening on the right side. Notice had been given that tobacco and cigarettes were very scarce "overseas" and men had been advised to carry in their barracks bags at least a thirty days' supply.

MAY 18TH

The Regiment and train left Camp Sevier on four trains, two of which were routed over the Southern Railway via Charlotte, Greensboro, Danville, Washington, Baltimore, Philadelphia, Jersey City and by ferry to Long Island, and two were routed over the Seaboard Air Line via Greenwood, S. C., Raleigh, Richmond, Washington, Baltimore, Philadelphia, New York and then to Mineola, L. I.

The first train carried Regimental Headquarters, Headquarters Company, the Engineer Train and a detachment from Company A. This train left Paris station at 8:00 A.M. with Captain C. R. Humphreys, Train Commander, and was routed over the Southern Railway.

The second train carried the remainder of Company A, and Companies B and C. It left at 10:00 A.M. via the Seaboard Air Line with Captain E. W. Myers as Train Commander.

The third train carrying companies D and F left at 12:00 noon via the Southern Railway with Major George L. Lyerly as Train Commander.

The fourth train left at 2 P.M. and carried Company E and the casual detachment of 262 men and two officers. It was routed over the Seaboard Air Line Railway and Captain Willard P. Sullivan was Train Commander.

The trains were made up with one box car for baggage, one baggage car as a kitchen car and sufficient tourist or Pullman cars to carry the personnel with four men to a section. The kitchen car was made up in the middle of the train and was equipped with two field ranges, each company or detachment installing its own range in frames that had been previously prepared. Rations for five days were carried.

MAY 19TH—FAIR

All detachments were en route. The first train arrived at Jersey City in the early evening, though after dark, and was ferried over to Long Island. They reached Camp Mills during the night of May 19-20.

MAY 20TH—FAIR

The remainder of the trains arrived and unloaded. The Regiment and Train were camped together with eight men to a tent. It was late in the afternoon when the entire command had gotten settled.

MAY 21ST TO MAY 24TH—VERY WINDY AND SANDY EXCEPT ON 23RD, WHEN IT RAINED

This time was spent at Camp Mills. All unserviceable equipment was exchanged for new equipment, all records and personnel and

equipment were inspected by officers from the Port of Embarkation, Hoboken, N. J., and that not fit for overseas duty was replaced or left behind.

On May 21st the casual detachment of 262, which were recruits assigned to the regiment four weeks prior, were assigned to the companies so as to bring them up to strength as uniformly as possible. These casuals had been kept in quarantine until this date, and after being assigned to the companies several cases of measles developed, causing as many squads to be left at Camp Mills in the Detention Camp.

MAY 25TH—CLOUDY

The regiment was split into two detachments. Companies A, B, C, D, E, the Engineer Train and one-half of the Sanitary Detachment, under command of Lieutenant Colonel Joseph Hyde Pratt, entrained for Montreal. This move was made in two trains, A, B, and C Companies on the first train and Companies D and E and the Engineer Train on the second. Lt. Col. Pratt commanded the first, and Major Lyerly the second, train. Three cooked meals were carried, each man carrying his own. The trains were composed of one baggage car each for baggage, sufficient day coaches for three men for two seats, and one Pullman for officers. The trip was made via New York, New Haven, Hartford, Springfield, Newport (Vermont) to Montreal.

MAY 26TH—FAIR

At 4:00 A. M. Regimental Headquarters, Headquarters Company, and Company F left Camp Mills and moved by ferry to Hoboken, where they embarked on the Canadian Pacific Steamship *Melita*. They remained aboard all day but did not sail until the morning of the 27th. This detachment was under command of Colonel H. B. Ferguson, who also assumed command of all troops on the *Melita*, being the senior officer aboard.

By 11:00 A. M. both trains of the detachment under command of Lt. Col. Pratt had reached Montreal and had detrained and embarked on board the transport *Talthybius*. The detraining was done at the docks. Baggage was unloaded and transferred to the ship. No one was allowed to leave the ship after embarking though they did not sail until the morning of the 27th. The detraining and embarking, according to embarkation officer, was done in record time.

MAY 27TH TO JUNE 13TH, 1918

Both detachments sailed in the early morning of May 27th, those under Colonel Ferguson from New York and those under Lt. Col. Pratt from Montreal.

The detachment on the *Melita*, a passenger ship, sailed direct from New York to Liverpool in a convoy of three ships. On board the *Melita*, in addition to the detachment of the 105th Engineers, were a regiment of Artillery, one Signal Corps unit, a detachment of Casuals, and a number of civilian passengers, among whom were Lady Ross of England, Mrs. Norman Whitehurst the suffragist, and the Prime Ministers of Canada, Sir Robert Borden, of New Zealand, Mr. Massey, and of Australia, Mr. Hughes. The trip across was made in less than eight days. They debarked at Liverpool June 8th and entrained for Dover, England. Arriving at Dover June 9th, they crossed the English Channel and landed at Calais, France. This detachment remained at Calais until June 12th and during this time were engaged in being refitted by the British. This refitting consisted in part in taking away from the men the following articles: One suit of clothing, 3 suits of winter underclothes, one suit of summer underclothes, two pairs of socks, one blanket, one pair of leggins, one overcoat, one suit of fatigue clothes, and the barracks bags. The balance of the refitting consisted of exchanging the 1917 U. S. Rifle for the British Enfield, U. S. Ammunition for British, and the bayonets were exchanged for the British bayonets. In addition to these exchanges the entire personnel were issued British Gas Masks and steel helmets.

Before leaving this period it would be unfair not to add a word about barracks bags

and tobacco. As previously described, men had been advised to carry a stock of tobacco to last at least a month. Almost without exception the men had heeded this advice. It was impossible to carry this supply on the person and it had therefore been packed in the barracks bags. At Calais the barracks bags were returned to the men before being turned in, and almost without exception the supply of tobacco and cigarettes was missing. Where the barracks bag was securely tied or sewed the robbers had cut the bag with a sharp instrument, removed the tobacco and crudely sewed the bag up with twine. This proved to be the case not only with those of the first detachment but also for the entire regiment. On account of the supervision over the baggage until units reached Dover it is believed that this vandalism was committed either en route from Dover to Calais or at Calais.

The detachment under Colonel Ferguson left Calais on the 12th of June and after a four-mile hike to Fontelelle Station, Calais, entrained. They moved by rail to Audruicq, a distance of about fifteen miles, where, after detraining, they marched four miles to Nordcote and bivouacked for the night.

The detachment under Lt. Col. Pratt sailed down the St. Lawrence and into Halifax Harbor, where the *Talthybius* joined a convoy of 13 other ships. On account of icebergs reported off the coast we sailed well out from shore. The effect of the ice was quite noticeable in the temperature. Halifax was reached on May 31st and the convoy, consisting of the steamships *Tunison, Plum Leaf, Talthybius, Burma, Cardiganshire, Navara, Corinth, Ajax, Botanist, City of Poona, Arawa, Port Lincoln, Creta* and *Mesaba,* escorted by H. M. S. *Donegall,* sailed from Halifax 11:00 A. M. June 1st. A fog which lasted four days was encountered on the afternoon of the 1st. The trip was made with only one incident worthy of note. On the morning of June 11th at 8:15 A. M. a submarine chaser we had picked up that morning (On the morning of June 10th we had been met by seven who were now escorting us) dropped a depth charge on a supposed submarine. At the time this depth charge exploded, the Captain of the *Talthybius* was talking with Lt. Col. Pratt and exclaimed: "They have got us this time." The call was immediately sounded by the Bugler on guard calling the men to their boat positions, and in less than two minutes every one was in his place, many of whom were half shaved while others presented even a more ludicrous picture. Three more charges were dropped in the 15th minutes following. The chaser dropping the charges remained in the vicinity of the supposed submarine for about one hour and then steamed up and rejoined the convoy. It was reported that a submarine was sunk by these depth charges. In company with one ship of the convoy this chaser left us about noon.

The convoy arrived at Liverpool on June 12th. The detachment debarked at 4:00 P. M. and marched about a half of a mile to the London & Northwestern Station, where they entrained for Dover.

JUNE 13TH TO JUNE 18TH

On the morning of June 13th the detachment under Colonel Ferguson proceeded by march to the Licques Area, a distance of about twelve miles. Regimental Headquarters were established at Sanghem and Headquarters Company was billeted there, Company "F" going to Herbinghem, nearby (*see Plate IV*). Pursuant to Bulletin No. 1008, G. H. Q., American Expeditionary Forces, "Program of Training for American Divisions Training with the British," the following training schedule was published and followed by Headquarters Company and Company "F".

105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES
FRANCE

June 18th, 1918.

TRAINING SCHEDULE

NOTE (1): A large percentage of officers and NCO'S will be given individual instruction in the afternoons by British Officers and NCO'S, which instruction will be passed on

to the company the following morning. The British Royal Engineer Officer will give instruction to a proportion of American Officers and NCO's in the morning, which instruction will be passed on to the American Troops in the afternoons.

NOTE (2): All map references apply to "Sketch Map—Licques Area—1/20,000.

BATTALION TRAINING SCHEDULE: FIRST WEEK

BATTALION TRAINING SCHEDULE: FIRST WEEK

Date	Time	Cos.	Subject	Remarks
First 3 days	8:00 to 9:00 A.M.	All	Close order drill by platoons.	Under own instructors,
	9:00 to 10:00 A.M.	A	Musketry	Under own instructors; British instructors present
		B	Bayonet fighting	Under attached British instructor
		C	Gas	Under own instructors; British instructors present
	10:00 to 11:00 A.M.	A B C	Bayonet fighting Gas Musketry	As above
	11:00 to 12:00 M.	A B C	Gas Musketry Bayonet fighting	As above
	1:00 to 4:00 P.M.	All	Engineer training	Under British Royal Engineer Officer
4th day	8:00 to 9:00 A.M.	All	Close order drill by platoons	Under own instructors
	9:00 to 12:00 M.	A	Musketry	Firing on 30 yards range. Details carry on with Musketry while waiting to fire. British instructors present
	9:00 to 10:00	B	Bayonet fighting	Under own instructors and attached British instructor
	A.M.	C	Gas	Under own instructors; British instructors present
	10:00 to 11:00 A.M.	B	Gas	Under own instructors; British instructors present
		C	Musketry	As above
	11:00 to 12:00 M.	B C	Musketry Bayonet fighting	As above Under own instructors and attached British instructor
	1:30 to 4:00 P.M.	All	Engineer training	As for first day.
5th day	7:30 8:00	All	Close order drill by platoons	Own instructors
	8:00 9:00	All	March with frequent rests, wearing gas mask throughout	Own instructors
	9:00 12:00	A	Musketry	Firing on range (30 yds.) detail carry on with musketry and one-half hour of gas and to bayonet. British instructors present
	9:00 10:00	B 119	Bayonet	Own instructors and attached British instructors
	9:00 10:00	C 120	Gas	British instructors present
*All except A	10:00 11:00	*All	Musketry	British instructors present
	11:00 12:00	B 119 C 120	Gas Bayonet	As above As above
	1:00 4:00	All	Engineer training	Royal Engineer Officer
6th day	7:00	All	Assemble and put on mask. March to drill field. 30 min. Inf. drill	Wear Masks 2 hours per Memo. 270 Hqs., 30th Division
	9:00 12:00	B	Musketry	As for A on 4th day
	9:00 10:00	A 119 C	Bayonet	Own instructors and attached British instructors
		120	Gas	British instructors present

Date	Time	Cos.	Subject	Remarks
*All except B	10:00 11:00	*All	Musketry	As for A on 4th day
	11:00 12:00	A 119	Gas	As above
	11:00 12:00	C 120	Bayonet	As above
	1:00 4:00	All	Engineer training	Royal Engineer Officer
7th day	7:30 8:00	All	Close order drill by platoons	Own instructors
	8:00 8:30	All	March by companies	Rigid observance of March Discipline
	8:30 9:00	All	March wearing gas masks	
	9:00 12:00	C	Musketry	As for A on 4th day
	9:00 10:00	A 119 B 120	Bayonet	As for 4th day
	10:00 11:00	A 119 B 120	Gas	As above
	10:00 11:00	A 119 B 120	Bayonet	As above
*All except C	11:00 12:00 1:00 4:00	All	Musketry Engineer training	As for 4th day Royal Engineer Officer

SECOND WEEK

Day	Hour	Cos.	Subject	Remarks
1st day	7:30 8:00	All	Close order drill by platoons	Own instructors
	8:00 9:00	All	March, frequent rests wear gas maskthroughout	Attention to march discipline
	9:00 A.M. 4:00 P.M.	A 119	300 yd. range practice	Details carry on with trigger squeeze, rapid loading, gas bayonet, calisthenics. Take rolling kitchen. British instructors present
	9:00 10:00	B C 120	Musketry Bayonet	British instructor present
	10:00 11:00	B C 120	Bayonet Gas	As above
	11:00 12:00	B C	Gas	As above
		120	Musketry	
	1:00 4:00	B C 120	Engineer training	Under Royal Engineer Officer
2nd day	7:30 8:00	All	Close order drill	Own instructors
	8:00 9:00	All	Practice wearing masks	March, 30 minutes Drill, 30 minutes
	9:00 A.M. 4:00 P.M.	B 120	300-yard range practice	As for 1st day
	9:00 10:00	A 119 C	Musketry Bayonet	As above
	10:00 11:00	A 119 C	Bayonet Gas	As above. "C" Co.
	11:00 12:00	A 119 C	Gas Musketry	As above
	1:00 4:00	A 119 C	Gas Musketry	As above
	4:00 5:00	All	Lecture, care of feet	Battalion Surgeon
3rd day	7:00 9:00		Practice wearing gas mask	Assemble and put on mask. March to drill field. Drill 30 min. Wear 2 hours. Per Memo. 270 Hdqrs., 30th Division
	9:00 4:00 P.M.	C	300-yard range practice	As for 1st day
	9:00 10:00	A 119 B 120	Musketry Bayonet	As above
	10:00 11:00	A 119 B 120	Bayonet Gas	As above
	11:00 12:00	A 119 B 120	Gas Musketry	As above
	1:00 4:00	A B	Engineer training	Under Royal Engineer Officer
4th day Sun.	8:00 10:00		Inspection and muster	By companies, under supervision Battalion Commanders.

Day	Hour	Cos.	Subject	Remarks
5th day	7:30	All	Close order drill by platoons	Own instructors
	8:00			
	8:00	All	As for 2nd day	As for 2nd day
	9:00			
	9:00 A.M.		Deployment and combat by platoons	Rolling kitchen to be taken. Prepare schedule in advance, Par. 33 37 & 325–329 Manual Chief of Platoon
	4:00 P.M.			
	9:00	B	Musketry	As above
	10:00	119		
		C	Bayonet	
		120		
	10:00	B	Bayonet	As above
	11:00	119		
		C	Gas	
		120		
	11:00	B	Gas	
	12:00	119		As above
		C	Musketry	
		120		
	1:00	B	Engineer train-	Under Royal Engineer
	4:00	C	ing	Officer
		119		
		120		
6th day	7:00		As for third day	
	9:00			
	9:00 A.M.	B	Deployment and combat	As for 5th day
	4:00 P.M.	119	by platoons	
	9:00	A	Musketry	As above
	10:00	C		
		120	Bayonet	
	10:00	A	Bayonet	As above
	11:00	C	Gas	
		120		
	11:00	A	Gas	As above
	12:00	C		
		120	Musketry	
	1:00	A		Under Royal Engineer
	4:00	C	Engineer train-	Officers
		120	ing	
7th day	7:30		As for first day	
	8:00			
	8:00		As for first day	
	9:00			
	9:00 A.M.	C	As for A on 5th day	
	4:00 P.M.	120		
	9:00	A	Musketry	
	10:00	B	Bayonet	
		119		
	10:00	A	Bayonet	
	11:00	B	Gas	
		119		
	11:00	A	Gas	
	12:00	B	Musketry	
		119		
	1:00	A	Engineer train-	Under Royal Engineer
	4:00	B	ing	Officer
		119		

The detachment under Lieut. Colonel Pratt arrived at Dover very early on the morning of June 13th and marched up the hill towards Dover Castle, where they went into a British Rest Camp. There were no duties during the day and the men were allowed to rest and clean up. In the afternoon almost the entire personnel of Company E marched through Dover and to a point under the Eastern Cliffs where they took a swim in the cold waters of the English Channel.

On June 14th the detachment was split on account of transportation from Dover to Calais. Lieut. Colonel Pratt with Companies A, B and C and the Engineer Train crossed to Calais and went through the same schedule as did the first detachment under Col. Ferguson. The detachment arrived at Calais in the afternoon of June 14th and left at noon on the 17th. They marched to Nordcote and bivouacked for the night, proceeding in the morning to Alembon near Sanghem. *See Plate IV.*

The detachment under Major Lyerly, composed of Companies D and E, left Dover June 15th and crossed to Calais. After being re-equipped similar to the first detachment, they moved to the Licques Area on June 18th, completing the movement in one day.

The detachment left camp at 8:00 A. M., entrained at Fontilette Station, Calais, at 11:40 A. M., detrained at Audruicq at 12:30 P. M., and marched to Herbinghem, a distance of more than 17 miles, arriving at 7:00 P. M. With the completion of this move the regiment was reunited.

During the passage through Calais each detachment experienced their first air raid warnings. The enemy raided Calais practically every night, but up to the time this organization passed through no soldiers had been hurt by these raids, which seems remarkable when the forwarding officer at Dover informed us that during the thirty days prior to our departure seventy-five thousand Americans had been sent across from Dover to Calais. Upon its arrival in the Licques Area the regiment for the first time understood what it was to be "Billeted."

The Regimental Commander, also Division Engineer, Colonel H. B. Ferguson, had maintained his headquarters as Division Engineer at Nordausque at Division Headquarters. On June 17th, when the detachment under Lieut. Colonel Pratt arrived at Audruicq, Lieut. Col. Pratt left the detachment in charge of Captain Myers, Commanding the First Battalion, and went to Division Engineers' Office. On June 18th Colonel Ferguson, Lieut. Colonel Pratt and the C. R. E. of British Division at Nordausque went to Cassel and then to Terdeghem, where they looked over the Winnezeele line. Upon their return to Nordausque, June 19th, Colonel Ferguson turned the active command of the Regiment and Train over to Lieut. Colonel Joseph Hyde Pratt and assumed the duties of 2nd American Corps Engineer.

Captain C. R. Humphreys with three Master Engineers left for a visit to the front line in the Ypres Sector.

With the exception of one man left in the hospital at Halifax and one officer and two men left in the hospital at Liverpool the regiment was the same as it left Camp Mills.

The morale of the officers and men was of the highest and their health was very good except for many cases of sore feet after the long march to this area, which had been preceded by thirty days' travel by rail and water with no opportunity for exercise.

CHAPTER IV

PERIOD OF TRAINING OVERSEAS, JUNE 19TH TO JUNE 30TH, 1918

JUNE 19TH—CLOUDY AND SHOWERS

Owing to the long marches after practically thirty days' travel, the men were in poor condition, being very sore and stiff. There were many cases of blistered feet. The packs and equipment carried on the marches were the heaviest that had yet been required. In addition to clothing, equipment and rifles, the men had carried an extra pair of shoes, gas mask, and steel helmet on the outside of the pack and 110 rounds of ammunition in the belt. Much of the road traveled was very rough Belgian Block. Besides getting comfortably fixed in billets, doctoring sore feet, and inspection of rifles, the day was spent in short periods of physical exercise and a road march by companies, without packs, from 3:30 P. M. to 5:00 P. M.

Company F, which had been at Herbinghem since the 13th, and had now completed the first week's training as laid out in schedule, completed arrangements in the afternoon for moving to Guemy in the morning to complete a rifle range. During the day rolling kitchens and other transport were delivered to the regiment and issued to the Battalions and Engineer Train as follows:

Designation	Issued to Hdqs.	1st Bn.	2nd Bn.	Train	Total
Officers' mess cart	2	1	1	..	4
Water carts	..	2	2	1	5
Cookers	..	3	3	..	6
Limbers (or L. G. S. wagons)	..	3	3	2	8
G. S. wagons	4	5	5	19	33

Designation	Issued to Hdqs.	1st Bn.	2nd Bn.	Train	Total
Riders, Officers	4	1	1	..	6
Riders, N. C. O	..	1	1	..	2
Packs	..	6	6	..	12
L. D	3	19	25	68	115
H. D	8	15	11	16	50
Total horses	15	42	44	84	185

The Battalions issued one wagon and one cooker (or rolling kitchen) to each company. One hundred picks and 100 shovels per company were also issued. This equipment was all issued by the British.

Attached to the regiment for instruction in training were six officers and a detail of 35 other ranks from the British 13th Gloucester Regiment. (*See Chapter XVII.*) These officers and men instructed officers and N. C. O.'s of the regiment in the afternoons in Bayonet, Musketry, and Gas and the following morning the N. C. O.'s would instruct the others of the regiment, under supervision of the British Officers and other ranks.

Besides these instructors from the 13th Gloucesters there were also details with the Battalion transports who gave very valuable instructions in regard to the care and maintenance of British animals, harness, and rolling stock. Unlike the system followed in the U. S. organization where each engineer company maintained its own transport, the British consolidated these company transports into Battalion Transports. This system was adopted by the regiment and each Battalion formed its Battalion Transport by drawing on the companies for the personnel, which

consisted of 51 men, including N. C. O.'s. A Battalion Transport Officer was also assigned by each battalion to command the transport.

Likewise the supplies were handled by the battalions, instead of through the Regimental supply department, direct to the companies. The battalion supply sections, consisting of nine men and one officer, drew from the Regimental dump and distributed to the companies. These supply sections were also drawn from the companies and an officer assigned to take command. (After several months' operating under this system it was found that one officer could command both the transport and supply sections, and this change was made about the middle of October, when both details were merged into one and known as the Battalion Transport.)

There were also attached to the regiment, for the purpose of Engineer training, two officers, with details to assist, from the British Royal Engineers. The system followed out in this training was for selected N. C. O.'s and officers from each battalion to meet these instructors during the morning periods and then in the afternoon give instructions to their respective battalions.

The engineering equipment issued to the regiment was so meager, and the training area so limited that little headway was practicable except as regarded wire entanglements. A few pickets and some barbed wire were secured and by erecting this and taking it down many times much valuable information was gained.

Colonel Ferguson, Lieut. Colonel Pratt and the C. R. E. returned from a reconnaissance of the Winnezeele-Steenvorde line of defenses. Colonel Ferguson left to take up his duties as Corps Engineer.

JUNE 20TH—DRIZZLING

The schedule as outlined above was followed out though the day was very disagreeable and damp. Company F moved to Guemy and began work on the completion of the rifle range.

JUNE 21ST—FAIR

Work on the schedule was interrupted in the afternoon in order that the regiment might attend in a body a lecture by Colonel Campbell of a Scottish Regiment on the use of the bayonet. Colonel Campbell explained quite forcibly that hand to hand fighting had to be engaged in before a battle was won. To emphasize the manner in which the bayonet should be used, he brought a sparring partner with him and two rifles and showed the manner in which the bayonet could best be used on the offensive and defensive. During his exhibition he was somewhat surprised when he called Sergeant Idol of Co. E, who was seated near him, to show certain exercises to find that Sergeant Idol handled the bayonet exceptionally well. (Bayonet training under British instructors had been given much attention in training at Camp Sevier, and the men were expert at it.)

In the evening Lieutenants H. S. Tucker, R. M. Williams, and J. H. Trescott with two N. C. O.'s from each company left for a visit to the front line trenches in the Ypres Sector. This instruction was to consist of a week with the British R. E. Companies in the front line.

A detail of one cook from each company also left the regiment on this date for a course of instruction in the British "Army School of Cooking" at Ricques, where, besides instructions as to the best methods of preparing the British ration, instruction was also given in the care and use of the British rolling kitchens with which we were now supplied.

The pioneer platoons of the 117th, 118th, 119th and 120th Infantry regiments were attached to us for training. The 117th and 118th pioneer platoons were attached to the 2nd Battalion and those of the 119th and 120th to the 1st Battalion.

JUNE 22ND—FAIR

The schedule as described was followed out, with the exception that a bath schedule had been arranged so that one company per

day would go in the afternoon to Licques for bathing. A bath in France proved to be quite a luxury and bath days were looked forward to with anxiety for fear some duty or movement order would interfere, as it often did.

SUNDAY, JUNE 23RD—FAIR

This being Sunday, there were no duties other than the regular guard and fatigue.

Company F moved from Guemy back to Herbinghem, three platoons making the trip in the morning and one in the afternoon. They had completed the range and one platoon completed the course in firing on the 200, 300, 500 and 600-yard ranges, while another platoon fired fifteen rounds per man on the 200-yard range.

Major Lyerly of the 2nd Battalion left to attend a course in the British 2nd Army Central School for Commanding Officers. Captain Sullivan, the Acting Adjutant of the 2nd Battalion, was in temporary command of the Battalion during Major Lyerly's absence.

JUNE 24TH—RAINING

The regular schedule was followed out and in addition thereto, Captain Myers, commanding the 1st Battalion and Captain Sullivan the 2nd, each with eight runners and the 1st Sergeants of the companies of the battalions represented the regiment in a Divisional Maneuver. Captain Myers with his detail was attached to the 60th Brigade and Captain Sullivan and detail to the 59th Brigade. Companies were represented by 1st Sergeants carrying the company guidon. The problem was one in liaison on the march in proximity to the enemy and contact with the enemy. During the maneuver liaison was maintained by the Engineers with the Regimental Commander and Division Engineer, Lieut. Colonel Joseph Hyde Pratt at Division Engineers' Office at Nordausques. A critique was held at Division Headquarters at Nordausques after the maneuver.

Major Campbell, Regimental Surgeon, left for a visit to the front in the Ypres Sector.

JUNE 25TH—FAIR AND VERY COOL

The regular schedule was followed as prescribed. In the evening the Battalion and Regimental Transport and Supply Officers, together with the Battalion Commanders, met two British instructors at Regimental Headquarters and received instructions regarding the operations of transports and supply sections in the forward areas.

JUNE 26TH—FAIR

Regular prescribed schedule was followed out except that the 30-yard target range on which the First Battalion had completed its course in firing was used to its capacity to have the Second Battalion also complete the course.

JUNE 27TH—CLOUDY

The training schedule was continued, this being the second day of the second week, and this was the last day that the schedule was followed completely for reasons that were unavoidable. The Infantry of the Division had been in France long enough to complete four weeks' training, the prescribed amount.

At 4:30 P. M. orders were received that the regiment would move on the morning of the 28th by march to the Winnezeele Area. No warning orders had been issued in regard to this move and it was late in the evening before all arrangements for the movement were completed. Men unable to march long distances had to be transferred to Division Headquarters, and there were about eighteen of these. An extra blanket that each man had been issued had to be carried on the transport. All officers had to reduce their baggage allowance, which had been 150 pounds for a Second Lieutenant with an increase for higher ranks, to fifty pounds. The excess was shipped to Boulogne and then to Paris. All except 50 extra pairs of shoes per battalion was to be turned in and there were numerous other details that kept every one busy until well into the night preparing for the movement which was to start from Le Claye at 9:00 A. M. June 28th, as per the following order:

HEADQUARTERS 105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES
FRANCE

June 27th, 1918.

MEMORANDUM ORDERS:
MAP REFERENCE.

Sheet 27-A, N.E. 1/20,000.
HAZEBROUCK, 5-A 1/100,000.

1. Pursuant to Memorandum orders, Headquarters 30th Division, 27th June, 1918, the Engineer Regiment with attached Pioneer Platoons and the 105th Engineer Train will proceed to the WINNEZEELE line, leaving on the morning of the 28th of June, 1918.

2. Zero hour will be at 6 A. M.

3. Order of March: The head of the column will leave the road junction at LE CLAYE (N23 c 3.8) at zero plus 3:00.

Headquarters Company, and transport, will form with column facing east and head of the column at N 23 c 3.8 at zero plus 2:40.

First Battalion, with 119th and 120th Pioneer Platoons, and followed by transport, will form on the road LE CLAYE-HOCQUINGHEM at zero plus 2:45.

Second Battalion, 117th and 118th Pioneer Platoons will form on the same road at zero plus 2:50.

The Engineer Train will form on the same road at zero plus 2:55.

4. The column will march with distance between Headquarters Company and First Battalion and between First Battalion and Second Battalion, and between Second Battalion and Engineer Train, of 100 yards.

5. One platoon will be detailed by Commanding Officer, First Battalion for advance guard and will report at N 23. c 3.8., at zero plus 2:35.

6. Billeting officers of the First Battalion will precede the column to Inglinghem to arrange for billet or space for bivouac. It is expected that there will be an American Officer there with instructions.

7. The Engineer Train will detail 4 wagons to report to Commanding Officer Second Battalion at zero plus 1, and 4 wagons to report to the First Battalion at zero plus 1.

8. Each Battalion and Engineer Train will send to Regimental Headquarters, not later than zero plus 1 and ½, all baggage to be left behind.

9. One wagon from the First Battalion and one wagon from the Second Battalion will report to Headquarters, 13th Battalion, Glouster Regiment, at Alembon, at zero plus 1, for baggage to be taken on the march.

10. One G. S. wagon and 1 Officers' Cart will report to Regimental Headquarters at zero plus 1:45 and one officers' cart will report to Headquarters Mess, at the school house, at zero plus 1:45.

11. Each Battalion Supply Officer will submit to the Regimental Supply Officer at the head of the column, at zero plus 3, a ration indent for his battalion and attached units, including the Pioneer Platoons and all others attached.

12. British Transport Officers and men will not accompany the Regiment and Train. The 13th Battalion Glousters Regiment will accompany the Regiment. They are requested to form with Headquarters Company and the transport with Headquarters transport at the junction of the road near the mill, Sanghem, at zero hour plus 2:15, to follow Headquarters Company without distance.

13. All men unable to march will be sent to Regimental Headquarters to arrive not later than 8 A. M., with their complete equipment and service records.

14. Baggage to be left behind will include typewriters, except one for each Battalion Headquarters and will include all shoes not to be worn by the men except 50 pairs to be carried in baggage wagon of each battalion. The men will carry one blanket each in their packs; all other blankets and overcoats will be carried on Battalion baggage wagons. The

men will carry with them the unconsumed portion of the day's ration and the iron rations.

15. Route of march will be as follows: LE CLAYE — POUQUES — ALLES QUERCAMP — INGLINGHEM — MOULLE — ARQUES—Area west of the WINNEZEELE line; to bivouac at INGLINGHEM and ARQUES.

16. Supply Officer will receive rations and forage at 4 P. M. at INGLINGHEM on the 28th and at 4 P. M. on the 29th at ARQUES. On the 30th the Supply Officer will be in ARNEKE, where he will arrange for the future rations of the command.

17. The 13th Battalion Glousters will be attached to Headquarters Company for rations temporarily.

18. Strict March discipline will be observed on the march. A halt of 10 minutes will be made every hour beginning zero plus 3:50. During a halt, troops will fall out on the right of the road and will unsling packs and will sling packs again two minutes before time to march.

By order of Lieutenant Colonel Pratt:

CLARENCE E. BOESCH,
Captain, N. G., Engineers,
Adjutant.

JUNE 28TH—CLOUDY AND COOL

The First Battalion, with the 119th and 120th Pioneer Platoons attached, cleared Herbinghem at 8:00 A. M., and the Second Battalion, with the 117th and 118th Pioneer Platoons attached, joined in column at the proper distance. The road junction at Le

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PLATE IV: ROUTE MAP FROM CALAIS, JUNE 9TH, to YPRES AND CANAL SECTORS, JULY 16TH, 1918.

This map on a scale of 1 to 100,000 shows the route taken by the regiment and train from the time of its arrival in France at Calais beginning June 9th to its arrival in the Proven area just behind the Ypres and Canal Sectors on July 10th, 1918.

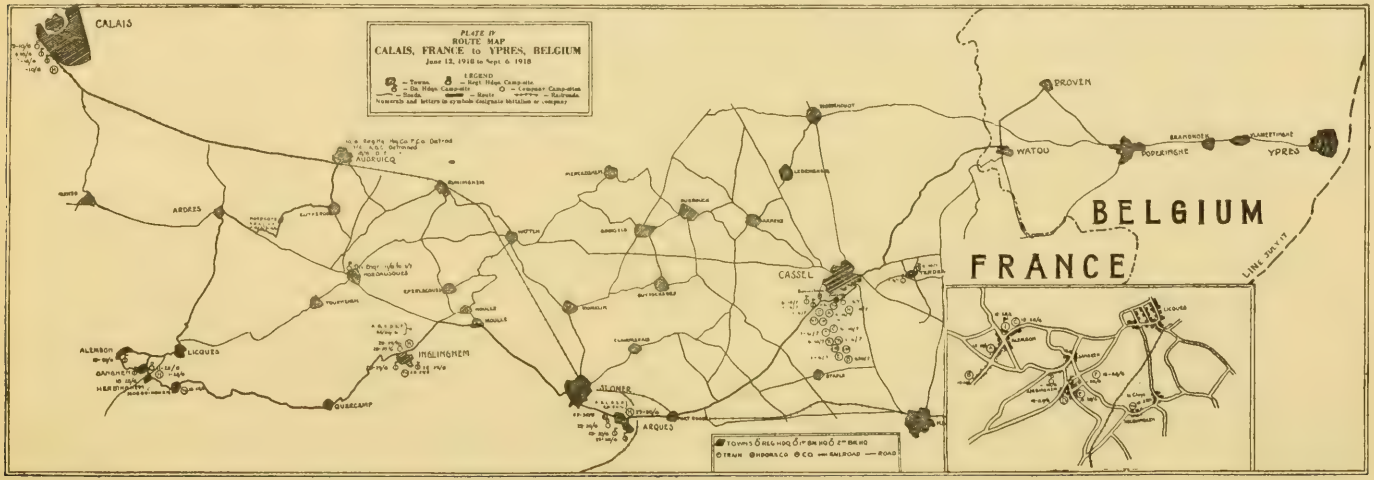
The regiment arrived by detachments. The system followed on the map for designating the separate units is as follows:

A circle with a shaded flag indicates Division Engineers' office.
" " " an outlined flag indicates Regimental Headquarters.
" " " pennant indicates Battalion Headquarters; if 1st Bn., it has figure 1 inscribed, and if 2d Bn., it has a 2 inscribed.

Companies are shown with the letter of the company inscribed.
For headquarters company "H" is inscribed.
For Engineer Train "Tr" is inscribed.

The route followed by all units was from Calais to Arques by train. Then by road march to the Licques area via Zurtkerque and Ardres, where two weeks were spent and all detachments arrived and the organization re-united.

From Licques area the organization moved by road march via Quercamp, Inglinghem, Moulle, St. Omer, Arques, Bavinchove, Cassel, Terdeghem, Watou, and Proven. Plate I shows the location after July 10th and until the organization was transferred to the 1st British Army, September 6th, 1918.


PLATE IV
ROUTE MAP
CALAIS, FRANCE to YPRES, BELGIUM
June 12, 1918 to Sept 6 1918
LEGEND
CALAIS
ARDRES
AUDRUICQ
ALBRON
LICQUES
ST MOMELIN
WATOU
POPERINGHE
YPRES
BELGIUM
FRANCE
CASSEL
ARQUES
LINE JULY 17

Claye was cleared at the appointed hour, 9:00 A. M. Hourly halts of 10 minutes were made during the march and at 11:50 A. M. a halt until 1:00 P. M. for dinner was made. The dinner was served from the rolling kitchens. Starting again at 1:00 P. M., the march was continued. Inglinghem was reached at 3:40 P. M. (*see Plate IV*) and the regiment bivouacked under shelter tents on a gradually sloping hill.

This was the only time the regiment as a whole had been under shelter tents and it is regretted that owing to G. H. Q. regulations no photograph could be made. It was not necessary to have any lights at night, the days being very long. All men were in bed before dark, which fell about 9:30 P. M.

JUNE 29TH—CLOUDY AND COOL

The march was continued at 9:00 A. M. under very favorable conditions, as had prevailed yesterday. Roads were very good, the weather was cloudy, but not damp, and the thermometer registering about 80. When the column halted for dinner at noon the main body was in St. Martin just west of St. Omer. At 1:00 P. M. the march was continued and with the usual 10-minute halts per hour the column reached Arques at 2:00 P. M. Billeting parties of one officer per battalion and one N. C. O. per company had been sent ahead in the morning. This proved to be too small a party and much time was consumed in waiting for the billeting parties to guide the companies to their billets. However, billeting was completed before dark and supper served from the rolling kitchens.

Major Campbell rejoined the regiment in the forenoon.

The city of Arques had presented in the afternoon a deserted appearance. Several buildings had been wrecked by air raids, and on the night of June 29-30 the raiders continued their work of destruction. Fortunately none of the regiment or attached units were injured.

Colonel H. B. Ferguson, Corps Engineer, spent the night at Regimental Headquarters.

SUNDAY, JUNE 30TH—FAIR AND WARM

The march was continued on the morning of the thirtieth at 8:30 A. M. Billeting parties were again sent forward to arrange for billeting, the First Battalion was to go to Terdeghem and the Second Battalion to stop in Bavinchove and Oxelaere. At Oxelaere the two battalions separated about noon, the First Battalion and attached platoons going on to Terdeghem, where they arrived at 2:00 P. M. and pitched tents in the Chateau Grounds P. 10 c. *See Plate V and photo 23.*

The Second Battalion and attached platoons after having dinner and waiting for the billeting officers to complete their work, which extended over a wide area, many of the billets being occupied by French troops, were finally billeted as follows: *See Plate V.*

Second Battalion Headquarters in Bavinchove	at 0 15 d 9.9
Second Battalion Transport at farm	at 0 34 b 5.5
Company "D" at farm	at 0 22 b 5.0
Company "E" at farm	at 0 34 b 5.5
Company "F" at farm	at 0 29 a 9.8
117th Pioneer Platoon at farm	at 0 22 d 8.0
118th Pioneer Platoon at farm	at 0 28 c 9.0

Regimental Headquarters was established at 0 16 b 7.7 in the Chateau. The Engineer Train was billeted at 0 17 c 5.5 (*see Plate V*). In the afternoon Major Lyerly reported back and took command of 2nd Battalion. Lieutenants Williams, R. M., and Trescott, J. H., with the N. C. O.'s, returned from their visit to Ypres Sector. Also the men who had been unable to make the march reported from Nordausque by lorrie.

On the night of June 30th-July 1st, in addition to a visit by enemy airmen, the First Battalion came under enemy artillery fire, a number of shells passing over the camp that were evidently intended for the Cassel-Steenvorde-Poperinghe road just north of them.

For training actually accomplished for the period from June 18th to June 30th, *see Battalion reports, Chapter V.*

CHAPTER V

WORK IN SECOND LINE OF DEFENSE, WINNEZEELE AREA, FROM JULY 1ST TO JULY 10TH

JULY 1ST—FAIR

This day was allowed as a rest day, Sunday having been taken for road march. Other than the regular guard and fatigue duties a road march, without packs, of one hour and a half was given each platoon as a unit. The remainder of the day was spent in resting and cleaning up.

JULY 2ND TO 5TH—FAIR

First Battalion

During this period the First Battalion and attached pioneer platoons were engaged in the betterment and completion of the Winnezeele-Steenvorde system of defenses from the north side of the Le Brear-Le Pyplier road at V 6 c 4.0 to P 11 c 4.0 (*see Plate V*). This work consisted in erecting wire entanglements, laying out trenches and machine gun emplacements and the construction of the same. A portion of the wire entanglement consisted of one belt of standard double apron wire with three panels of high wire in the rear. This was erected on the southern end of the work. On the northern end two belts of standard double apron wire were constructed with two belts of low wire between. In all of this construction some of the wire, usually two belts, had already been constructed. Two hundred yards of fire trench that had not been previously marked out was located and partially dug. The hedges along the line were trimmed so as to give a better view of the field of fire. Seven machine gun emplacements were located, all marked by signs, and work started on some of them after camouflaging the location. Forty-eight knife rests were made and placed at the points where roads crossed the wire entanglements.

During this period the men all bathed in baths operated by the French troops, who were stationed in Terdeghem, where there was a large field hospital.

On July 4th work was stopped at noon, and the afternoon made a holiday.

The following report by Capt. E. W. Myers, commanding the First Battalion, shows work done by the First Battalion during this period and also from June 19th.

HEADQUARTERS
FIRST BATTALION 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES
FRANCE

July 11th, 1918.

FROM: C. O. 1st Battalion 105th Engineer Regiment.
TO: Commanding Officer 105th Engineers.
SUBJECT: Report on Engineer Training from beginning of training period, June 19th, 1918, to July 11th, 1918.

1. Training Areas:

	From:	To:
Alembon area	6/19/18	6/27/18.
Terdeghem area	6/30/18	7/ 6/18.
Oxelaere area	7/ 6/18	7/10/18.

2. Composition of Training:

(a) Infantry Drill, one hour per day, close order drill under platoon Commanders.

(b) Infantry instruction in Musketry (British Rifle) Bayonet Combat and Gas. Infantry instruction under direction of officers and enlisted men of 13th Gloucester Battalion (Pioneers). All companies one hour per day Musketry Drill, except when at Terdeghem, when time was devoted entirely to Engineer-

ing work. All companies fired 20 rounds per man on 30 yard practice ranges. Bayonet Combat one hour daily, by all companies. Gas Mask drill daily, wearing of gas masks during formation, and inspection twice weekly.

(c) Engineering instruction and work.

Engineering instruction was given by officers and men of 13th Gloucester Battalion and Lt. Ditchburn, R. E., at Alembon. It consisted of instruction in erecting Standard Double Apron Barbed Wire Entanglement. In the Terdeghem area the following work was accomplished: Barbed wire erected along line of North side of road Le Brear-LePuplier, Map Ref. Hazebrouck 1/100,000 G 3 81 to G 3 55. Completed wire consists of Standard Double Apron wire backed up by three panels high wire similar to that constructed South of LeBraer-LePuplier road or of Double Apron backed up by a similar belt of low wire. Near the Northern terminus of First Battalion work two belts Standard Double Apron wire with two panels of low wire between.

200 yards of Fire Trench was located and partially dug.

Hedges were trimmed along line of Barbed Wire for view and Fire.

48 Knife Rests were constructed. With those already constructed these are sufficient to block all roads across Wire belt. Seven M. G. positions located and sign boards placed. Positions C 1 to C 17, inclusive, was camouflaged, work staked out and construction begun. 63 M. G. sign boards were made.

(d) Special Schools were conducted by attached Officers and men of the 13th Gloucester Bn., for instruction in Musketry, Bayonet Combat, Gas, Lewis Guns, operation of water carts, and by Lieut. Ditchburn, R. E., for instruction in Field Fortifications.

Lectures and personal instruction were given selected N. C. O.'s and Officers. Two N. C. O.'s per Platoon were detailed for each subject and in turn instructed their Platoons. This instruction is being continued daily.

3. Route Marches:

The following marches were made with full marching equipment.

From:	To:	Distance:
Alembon	Inglinghem	15 miles
Inglinghem	Arques	10 "
Arques	Terdeghem	12 "
Terdeghem	Oxelaere	6 "
Oxelaere	Proven	11 "
	Total	54 Miles.

Exclusive of marching from finishing point to company billets.

Exclusive of marching to and from instruction field and practice marches with light equipment. March discipline has been rigidly enforced. Marching rate one mile per 20 minutes.

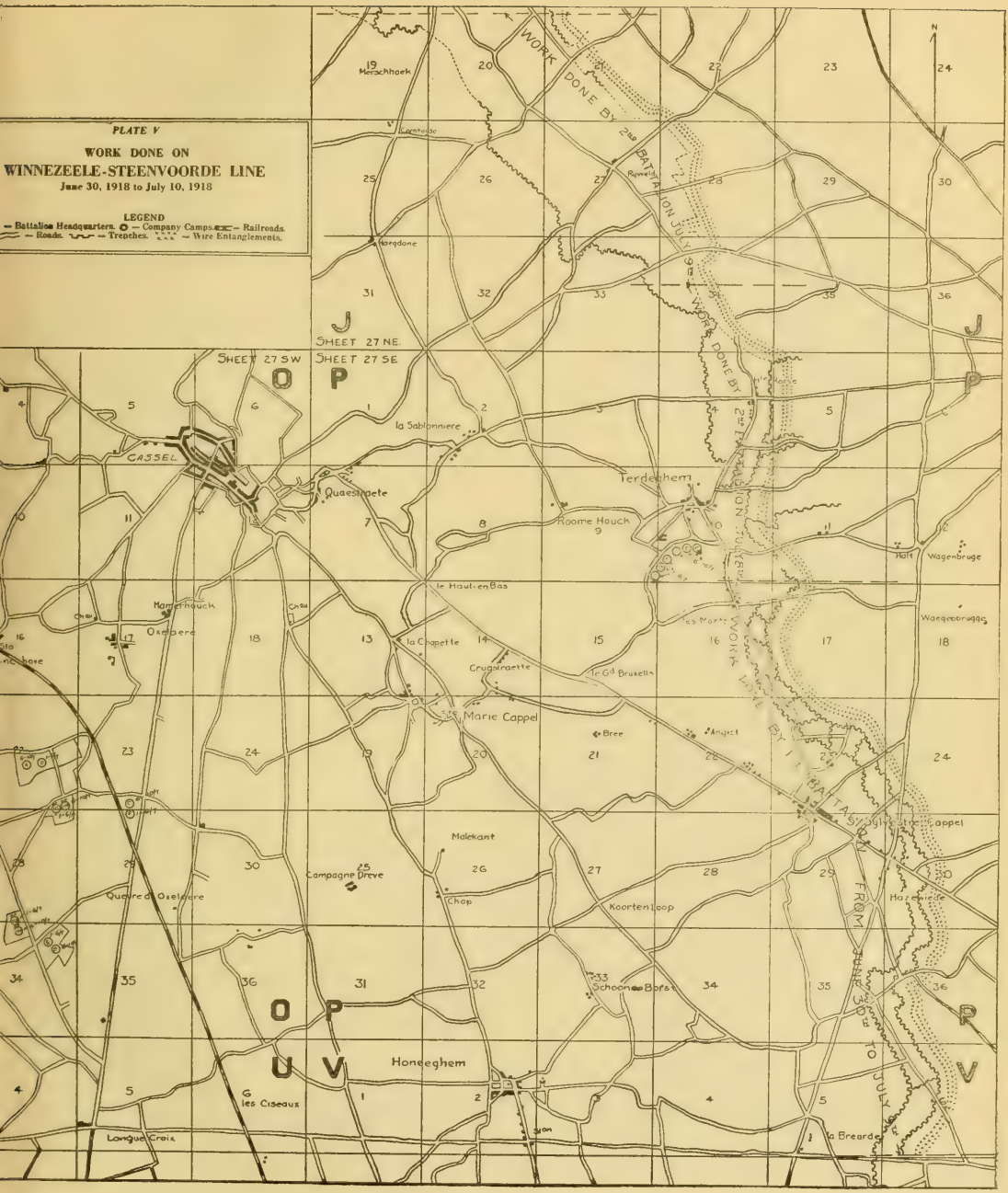
EDWARD W. MYERS,
Captain, N. G. Engineers,
Commanding

PLATE V: WORK DONE ON WINNEZEELE-STEENVORDE LINE.

This map shows the locations of the units of the 105th Engineers from the end of their three days' march on June 30th to July 10th, when they moved to the Proven area. The map also shows the work done on the Winnezeele-Steenvorde system.

The Chateau grounds, where the Battalion at work camped, was used as a French Headquarters at the time this work was done. On the eastern edge of Terdeghem there was a large French mobile hospital.

It was at this location that the church parade was held on August 11th when King George V was present.


PLATE V
WORK DONE ON
WINNEZEELE-STEENVOORDE LINE
June 30, 1918 to July 10, 1918
LEGEND
— Battalion Headquarters. O — Company Camps. — Railroads.
— Roads. — Trenches. — Wire Entanglements.
SHEET 27 SW
SHEET 27 NE.
SHEET 27 SE
WORK DONE BY 2nd BATTALION JULY 9
WORK DONE BY 2nd BATTALION JULY 9
WORK DONE BY 1st BATTALION FROM JUNE 30th TO JULY 10
CASSEL
Merschhoek
Oxelaere
Quaedypre
la Sablonniere
Terdeghem
Roome Houck
le Haut-en-Bas
la Chapelle
Crugstraette
Marie Cappel
Malekant
Campagne Dreve
Koorten Loop
Schoone Borre
Honeeghem
les Ciseaux
Longue Croix
la Brearde
Wagenbruge
Wagenbrugge
Hazebrouck
Bree
Angrel
Cappel

Second Battalion

The Second Battalion and attached units continued the training under the British 13th Gloucester instruction in bayonet, musketry and gas, one hour each morning being devoted to each phase of this work. The afternoons were spent in marches and open order exercises by platoons. No engineering instruction was attempted during this period as neither equipment nor materials were to be had for doing any work.

On July 4th exercises were stopped at noon and a half holiday declared.

Captain Frederick D. Stafford, Adjutant 2nd Battalion, returned to duty from duty as Acting Adjutant 1st Battalion on July 3rd and Captain Sullivan returned to Company E.

JULY 6TH TO JULY 9TH—FAIR WEATHER EXCEPT SHOWERS ON THE 8TH

On July 6th the two battalions changed stations and duties.

First Battalion

The First Battalion and attached pioneer platoons struck camp on the morning of July 6th and moved in the afternoon by road march to the billets occupied by the Second Battalion, the movement beginning at noon and being completed by 2:00 P. M. The remainder of the day was given up to getting settled.

July 7th being Sunday, there were no duties other than the usual guard and fatigue.

On July 8th and 9th the First Battalion carried out a schedule similar to that followed by the Second Battalion from July 2nd to the 5th with the addition of target practice. Use of a 30-yard range had been secured and the battalion fired the course.

Second Battalion

The Second Battalion, with attached pioneer platoons, continued the schedule of training on the morning of July 6th to include 11:00 A. M. when dinner was served. At noon the battalion and attached pioneer platoons began the movement by companies to Oxelaere, the rendezvous point where the column was to move from at 1:00 P. M. The movement was delayed fifteen minutes to allow two batteries of 6″ guns to pass the road forks. The column proceeded at 1:15 P. M. and arrived at the camp site, Terdeghem, at 2:40 P. M.

July 7th being Sunday, there were no duties other than the usual guard and fatigue.

On July 8th the battalion and attached platoons were engaged in erecting wire entanglements from P 11 c 4.0 to J 34 a 8.2. (*See Plate V.*) The work had been proportioned out to the units as a task for the day, but on account of shortage of wire and pickets no tasks were entirely completed and other work was engaged in during the afternoon. Knife rests were built by Company D and the 117th pioneer platoon and gravel was hauled to the observation posts, while one platoon fired on the 100-yard range at P 9 a.

Company E, less three platoons, with the 118th Pioneer Platoon, thinned the hedges in front of the trenches to obtain a better field of fire. Three platoons fired on the 100-yard range at P 9 a and were until 8:30 P. M. completing the shooting.

Company F, less one platoon which fired on the range, built two large knife rests and repaired old wire entanglements in the line.

On July 9th sufficient material was available and again the work was proportioned out to the units with the northern extremity at J 21 a 4.9, which gave each company approximately 1000 yards of double apron and 1000 yards of low wire entanglements to complete. Each pioneer platoon was given about 250 yards. When complete the system comprised two belts of double apron wire with either one or two belts of low wire between, depending upon whether the old line had a belt of low wire. Company E completed its task by 4:00 P. M., Company D about 5:00 P. M., but Company F, which had traveled farther to its work, still had much to do at 6:00 P. M. One platoon each from Company

D and E went out and assisted Company F. By 8:00 P. M. the work was completed. The following report of Maj. G. L. Lyerly, commanding the Second Battalion, shows work done by Second Battalion since June 19th.

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES
BELGIUM

July 10, 1918.

MEMORANDUM TO COMMANDING OFFICER 105TH ENGRS.:

The training carried out by this Battalion since arrival in France at the training grounds on June 18th is as follows:

COMPANY "D" EACH PLATOON

Bayonet training	13 hours
Gas training	18 hours
Musketry	12 hours
Close order drill	16 hours
Open order, artillery formation	8 hours
Range practice on 30-yard range	35 rounds
Wire entanglement	20 hours
20 runners' special instruction, map reading and signalling	25 hours

4th platoon fired 15 rounds on 200-yard range.

COMPANY "E" EACH PLATOON

Musketry training	8 hours
Bayonet training	8 hours
Gas instruction	8 hours
Close order drill	6 hours
Open order, artillery formation	24 hours
Practice marching	18 hours
Range practice on 30-yard range	35 rounds
Gas masks worn during work	4 hours
Wire entangelment	18 hours

3rd platoon fired 15 rounds on 200-yard range.

COMPANY "F" EACH PLATOON

Close order drill	10 hours
Gas instructions	12 hours
Bayonet instruction	12 hours
Musketry	12 hours
Open order, artillery formation	3 hours+12=15 hours
Practice march	14 hours

Practice march partially with gas mask.

Excavation on range	5 hours
Wire entanglements	20 hours
Wire entanglement, special instruction, ten N. C. O.'s	30 hours

Fired 35 rounds on 30-yard range.

2nd platoon completed firing on 200, 300, 500 and 600-yard ranges.

1st platoon fired 15 rounds on the 200-yard range.

The above work was actually carried out by the platoons of this Battalion, and in addition to this they had marches, lectures on special subjects by the British officer and other work required in camp.

G. L. LYERLY,
Major, N. G. Engineers,
Commanding 2nd Battalion.

Engineer Train and Headquarters Company

During the period from July 1st to July 9th the Engineer Train and Headquarters Company remained at their stations near Oxelaere following out the training schedule and doing such work as became necessary.

JULY 10TH—FAIR IN MORNING, SHOWERS AT NOON AND VERY HARD RAIN IN AFTERNOON

The regiment, train, attached pioneer platoons and the 13th Gloucester (British) detachment moved on this date in accordance with the following march table:

MARCH TABLE FOR JULY 10TH

MEMORANDUM No. 78.

1. Refer to Moving Orders No. 4 (Preliminary) these headquarters, July 7th, 1918. All hours are zero PLUS and not zero minus as indicated. The following is revised march table. Zero hour will be 7:00 A. M., July 10th.

MARCH TABLE

Rate.—2½ miles per hour.
Rest.—10 minutes each hour from 50 to 60 minutes.

Unit	Leave Hour	Route	Remarks
Hq.	0 + 2:00	Oxelaere (3 F 7747)	
		3 G 2267	
		Rweld (3 G 3489)	
		Winnezeele	
		Watou	
1st Bn.	0 + 2:00	Oxelaere (3 F 7747)	
		3 G 2267	
	0 + 3:29	Rweld (3 G 3489)	
		Watou	

Unit	Leave Hour	Route	Remarks
2nd Bn.	0 + 3:11	3 G 5470	Leave Rweld (3 G 3489) at 0 + 3:40 and follow 1st Bn.
	0 + 3:40	Rweld (3 G 3489) Watou	
105 Engr. Train	0 + 2:11	Oxelaere (3 F 7747) 3 G 2267	Wait at Rweld for passage of 2nd Bn., and then follow 2nd Bn.
	0 + 4:01	Rweld (3 G 3489) Watou	

BY ORDER OF COLONEL FERGUSON:

CLARENCE E. BOESCH,
Captain, Engineers, N. G.
Adjutant.

The Belgian border was crossed near Watou about 11:30 A. M. On the march the column was reviewed by Colonel H. B. Ferguson, who complimented Company E on the making up of packs and orderly march.

The march continued until 2:30 P. M., when Central Camp near Proven was reached. The route had been Oxelaere—Rweld—Winnezeele—Watou—Road Fork E—22 b 8.2—Road Fork F 7 b 5.6 to F 14 d, where the Second Battalion camped.

En route, when Watou was reached, the pioneer platoons of the 117th, 118th, 119th, 120th Infantry Regiments were met by guides and left the columns to join their respective organizations.

The detachment from the 13th Gloucester Regiment also left the column en route. It was expected that they would remain with us through the entire period of training, but while on this march orders were received assigning them to other duties. They had been of much assistance in the training and had won the admiration and esteem of the entire regiment by their thorough and painstaking instructions.

When the march was completed the units were encamped as follows (*See Plate I*):

Regimental Headquarters and Band at Strathcona Camp	F 13 d	7.4
Headquarters Company billeted at	F 13 c	95.60
First Battalion Headquarters—Strathcona Camp	F 13 d	7.4
First Battalion Transport	F 13 d	8.3
Companies A, B & C in farm yard (Pup tents)	F 13 d	9.0
Second Battalion Headquarters at Central Camp	F 14 d	5.6
Second Battalion Transport at Central Camp	F 14 d	5.6
Companies D & F at Central Camp	F 14 d	5.6
Company E at Central Camp	F 14 d	2.3
Engineer Train at Strathcona Camp	F 13 d	8.3

Before shelter tents were completely pitched there was a very heavy shower which made the camp site very muddy and made the regiment acquainted with Flanders mud, a very sticky substance. After the rain and all tents had been pitched the men were paid for June.

While since July 1st a few shells had been passing over the camp at Terdeghem, the regiment was now in the area that was regularly shelled by long range artillery.

CHAPTER VI

TRAINING AND WORK IN THE YPRES AND CANAL SECTORS WITH THE BRITISH

JULY 11TH TO AUGUST 16TH

The period of training from July 11th to August 16th was entirely in front line work, the regiment being attached to British divisions, the 33rd, 34th and 49th holding the line in the Ypres and Canal Sectors, the dividing line between the two sectors being approximately the Poperinghe-Ypres road from Poperinghe to the outskirts of Ypres and then in a southeasterly direction to the southern side of Zillebeke Lake. Work was done in both these sectors, the 49th British Division being in the Ypres Sector and the 33d Division being in the Canal Sector. *See Plate I.*

In order to give the entire regiment training in the various works that were being constructed and maintained and to become familiar with the whole front the different units were rotated on the works, by platoons, engaging in the same work for periods of one week each.

This period will therefore be subdivided into periods as follows: July 11th to July 24th, July 24th to July 31st, August 1st to August 16th.

During this period Regimental Headquarters and one battalion headquarters were maintained at Strathcona Camp, F 13 d 7.4, and there were always from four to six platoons in camp here continuing the infantry training. *All map references in this period refer to Plate I.*

JULY 11TH TO JULY 23RD

During this period it rained ten out of the fourteen days.

First Battalion

The First Battalion engaged in infantry training at Strathcona Camp near Proven. The work done was the same as had been followed in bayonet, musketry and gas training, and in addition combat exercises were engaged in in the afternoons as outlined in "Offensive Combat for Small Units." This training continued uninterrupted from July 11th to July 15th and after that the units were split up and some sent out on engineering work. Following is an outline of the work as done by each company:

Company A: Company A spent the entire period from July 11th to July 24th at Strathcona Camp engaged in infantry training as outlined above.

Company B: The entire company remained at Strathcona Camp only from July 11th to July 15th and while there were engaged in infantry training as outlined. On July 16th three platoons were sent forward to work with R. E.'s (Royal Engineers) of the 49th British Division in the line. The first platoon (B-1), under Lieutenant Trescott, was sent to "Dirty Bucket" Camp at A 30 Central (*see Plate I*) and were attached to the field company of R. E.'s there until July 23rd. While so attached they were engaged with the R. E. Company in improving the fortifications in the Vlamertinghe Line by the construction of machine gun posts, pill boxes, bomb-proof shelters, splinter-proof shelters, wire entanglements and the construction of trenches. This work was done during the day, working from 6:00 A. M. to 2:00 P. M.

The second platoon (B-2), under Lieutenant Church, went to Dead End Camp I 2 c 1.8 on the canal west of Ypres (*see Plate I and Photographs* 24 *and* 25, *Pictorial Section*), where they were attached to another of the R. E. companies until July 23rd. While there this platoon worked on fortifications in the front line trenches, which consisted of the construction of machine gun emplacements, strong points, observation posts, and in main-

taining those fortifications already existing. Screens on roads were also kept in repair. Practically all this work was done at night. On account of the injury Lieutenant Church received July 16th he was evacuated on July 21st.

The third platoon (B-3), under Lieutenant Marrian, remained at Strathcona Camp and were engaged in infantry training with Company A.

The fourth platoon (B-4), under Lieutenant Hill, went to Machine Gun Farm Camp and were attached to another company of R. E.'s here until July 23rd. The work of this platoon was similar in all details to that of the second platoon, being front line work on the right Brigade Sector. The work was divided on the division front in two parts, the right Brigade Sector and the left Brigade Sector. The platoon at Dead End Camp did the work for the left brigade and the one at Machine Gun Farm that for the right brigade.

Only a general outline of the work done is given, as it is impossible to give chronologically all the work and details looked after and performed. Whatever was needed in the sector was done, including the building of aid posts, headquarters and all other construction. The infantry occupying the front line trenches were expected to maintain it in condition and the Engineers furnished the materials required. All other defenses were under direct supervision of the Engineers.

While the platoons of Company B were attached to the R. E. companies, the C. O. Company B, Captain Winthrop, was attached to the C. R. E. of the 49th British Division, with headquarters at La Lovie Chateau.

Company C: From July 11th to July 15th Company C remained at Strathcona Camp and was engaged in infantry drill as described above. On July 16th three platoons of Company C were detached and sent out on engineering work, while one platoon, C-3, remained and continued the infantry training. These three platoons were engaged as follows:

The first platoon (C-1), under Lieutenant Peschau, on July 16th moved to a camp at G 10 Central and were attached to one of the R. E. field companies of the 33rd British Division.

The other two platoons, C-2 under Lieutenant Thorne and C-4 under Lieutenant Cilley, moved to Query Camp in G 11 a, where each platoon was attached to a company of the R. E.'s of the 33rd Division.

The 33rd British Division was at this time holding the front in the Canal Sector. The division boundaries and the inter-brigade boundary were as shown on map (*Plate I*) and the work of these three platoons was about the same in this sector as described for the three platoons of Company B in the Ypres Sector, two platoons doing front line work in the brigade sectors and one platoon on work on the intermediate lines. Night and day work was carried on as outlined for Company B. These platoons remained at this work through July 23rd.

While the platoons of Company C were attached to the R. E. companies of the 33rd British Division, Captain George, the C. O. Company C, was attached to the C. R. E. of the 33rd British Division, with headquarters at Convent Camp.

First Battalion Headquarters: While headquarters was maintained at Strathcona Camp, the battalion commander made frequent trips to the front lines to visit the work of the platoons and to familiarize himself with the terrain and the defense system. While attached to the British divisions in the line the warfare was entirely a defensive one and to use the British term in regard to them, "the British had the wind up badly." In the case of both platoons attached to the R. E. companies in the two sectors working on intermediate lines, working parties from the Infantry were employed to expedite the work. Attacks by the enemy were expected almost daily and particularly on July 17th, when all troops went to their work prepared for defensive action. In many cases Infantry in reserve occupied the intermediate trenches at night prepared for defense or counter attacks. Every precaution had been taken and all units had their orders and knew what

assignment would be theirs in the event the attack was delivered.

To celebrate the French national holiday on Sunday, July 14th, the British on the right of the Canal Sector "put on a show" which started at about 6:00 A. M. and lasted for about one hour with the result that 283 men and 3 officers were taken prisoners and the enemy was driven out of Scottish Wood (*see Plate I*).

On July 13th the officers and N. C. O.'s from the regiment who had preceded the organization overseas and attended the Army School at Langres returned for duty. The officers included Major Perrin C. Cothran, C. O. First Battalion; Captain George W. Gillette of Company A, Captain T. E. Seelye of Company F, Lieutenant A. Taylor of Company A, Lieutenant A. H. Spence of Company B, Lieutenant J. F. Hill of Company C, Lieutenant Bascom L. Fields of Company D, Lieutenant F. B. Warfield of Company E and Lieutenant G. P. Murphey of Company F. These officers were reassigned to their respective units.

On July 16th the organization suffered its first casualties from enemy fire. During the night of July 16th-17th an enemy plane dropped a bomb which landed in the farmyard where the troops at Strathcona Camp were. Besides killing Sergeant Huffman of the Engineer Train and wounding four others, two of whom afterwards died of wounds, Lieutenants A. H. Spence and H. A. Church were severely wounded. Lieutenant Spence was evacuated and sent to England for treatment. He was unable to return to the organization until about the middle of December. Lieutenant Church was not evacuated at this time, but, on account of the injury to his ears, was compelled to be evacuated about three days later. Sergeant Herbert Champion, who was severely wounded at this time, assisted in dressing the other wounded before making known his injury. He was later awarded the D. S. C. for this conduct. Besides the personnel injured and killed by this bomb, eight horses of the Engineer Train were also killed.

Second Battalion

The Second Battalion, which had camped at Central Camp F 14 d 5.6 on the night of July 10th-11th, was on July 11th assigned duties which practically divided the battalion into units of platoons, though in some cases four and five of these platoons were located at the same camp.

Second Battalion Headquarters: Second Battalion Headquarters moved on the afternoon of July 11th with five platoons of the battalion under Major Lyerly to Gaunt Farm A 28 a 1.9 (*see Plate I*). Four platoons under Captain Sullivan marched to A 14 Central where they were met by Captain Gibbs of the British R. E.'s and where they were to camp in the woods. It was raining very hard at the time and the ground was very wet and muddy. Captain Gibbs directed us to two unoccupied camps near by: one Furze Camp at A 19 a 3.9 and the other 300 yards east at A 19 b 1.9, where the four platoons were very comfortably encamped. Another detachment of one and one-half platoons was located in this locality under Lieutenant Ellicott at F 17 d 7.4. One platoon moved to A 3 b 9.8, where it was attached to the British Foreways Company, and the remaining detachment of one-half platoon moved to G 10 a 2.4.

At Furze Camp there was better accommodation for Battalion Headquarters than at Gaunt Farm, and it was also easier to maintain liaison between Regimental Headquarters and the detachments, as it was more central, so on July 13th Second Battalion Headquarters was moved from Gaunt Farm to Furze Camp and this remained headquarters for one battalion during the entire period of training in this area. The Battalion Transport also moved to Furze Camp.

The R. E.'s furnished sufficient tools for the work to be carried on while in this locality.

Besides the work done under the supervision of the R. E.'s, there was turned over to the regiment the work on the West Poperinghe system of trenches. This work had

been marked out on the ground only. While the various detachments were engaged in work under their platoon commanders the company commanders of E and F Companies under direction of the battalion commander were engaged in directing Infantry battalions in the work on these trenches, which consisted of digging and revetting the trenches, laying the trench boards (better known as duck boards) (*see Photos* 26 *and* 27, *Pictorial Section*), wire entanglements, and locating and digging communicating trenches from the reserve trench, which was the one being constructed, to the support trenches which were practically completed. The commanding officer of Company D, who was Acting Regimental Stores Officer, was engaged in procuring and delivering materials for the execution of this work. Daily reports were made on the work accomplished and fortifications completed.

Training in outpost duty, advance and rear guard actions, and in scouting and patrolling was done on the work by the platoons and in going to and from work. Gas sentries were placed on all work.

The work of the Second Battalion during this period, July 11th to July 23rd, was done by day from 6:00 A. M. to 2:00 P. M. It was under observation from Kemmel Hill by the enemy on clear days and in many instances enemy artillery opened fire on the working parties with long range guns. Though there were many narrow escapes there was but one casualty during this period in the Second Battalion. Lieutenant D. M. Williams while at Gaunt Farm was slightly wounded by shrapnel and was evacuated. He returned to his command after an absence of ten days.

The work done by the Second Battalion in actual hours is shown by report of C. O. Second Battalion as follows:

HEADQUARTERS 2ND BATTALION
105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

July 30, 1918.

MEMORANDUM TO COMMANDING OFFICER 105TH ENGINEERS:

1. The following is a schedule of the Infantry work and Engineering work performed by the different platoons for the period, July 10th to July 26th, inclusive, less two Sundays and one day for evacuation:

COMPANY "D" FIRST PLATOON ON INFANTRY WORK

Close order drill	4½	hours
Extended order drill	1	hour
Advance and rear guard	8	hours
Patrolling and scouting	5	hours
Bayonet	1	hour
Gas instructions	4	hours

COMPANY "D" FIRST PLATOON ON ENGINEERING WORK

Trench revetting, wire Ent., and general trench work	70	hours

(This does not include two days July 25th and 26th)

COMPANY "D" SECOND PLATOON ON INFANTRY WORK

Close order drill	4½	hours
Extended order drill	1	hour
Advance and rear guard	8	hours
Patrolling and scouting	5	hours
Bayonet	1	hour
Gas instructions	4	hours

COMPANY "D" SECOND PLATOON ON ENGINEERING WORK

Trench revetting, wire Ent., and general trench work	70	hours

(This does not include two days, July 25th and 26th)

COMPANY "D" THIRD PLATOON ON INFANTRY WORK

Close order drill	8	hours
Extended order drill	1	hour
Musketry	2	hours
Bayonet	2	hours
Advance guard	2	hours
Outpost and patrolling	5	hours
Gas instructions	5	hours

COMPANY "D" THIRD PLATOON ON ENGINEERING WORK

Concrete monolithic shelters	65	hours

COMPANY "D" FOURTH PLATOON ON INFANTRY WORK

Close order drill	8	hours
Extended order drill	1	hour
Musketry	2	hours
Bayonet	2	hours
Outpost and patrolling	5	hours
Advance and rear guard	9	hours
Gas instructions	5	hours

COMPANY "D" FOURTH PLATOON ON ENGINEERING WORK
Block concrete shelters and concrete artillery observation posts ..... 65 hours
COMPANY "E" FIRST PLATOON ON INFANTRY WORK
Outpost and patrolling ..... 7 hours
Advance guard and patrol ..... 10 hours
Gas instructions ..... 4 hours
COMPANY "E" FIRST PLATOON ON ENGINEERING WORK
Trench revetting, wire Ent., and general trench work ..... 80 hours
COMPANY "E" SECOND PLATOON ON INFANTRY WORK
Close order drill ..... 7 hours
Outpost and patrolling ..... 5 hours
Advance and rear guard ..... 5 hours
Gas instructions ..... 4 hours
COMPANY "E" SECOND PLATOON ON ENGINEERING WORK
Concrete block shelters and machine-gun emplacements ..... 65 hours
Trench revetment and general trench work . 13 hours
COMPANY "E" THIRD PLATOON ON INFANTRY WORK
Outpost and patrolling ..... 8 hours
Advance guard and patrol ..... 10 hours
Gas instruction ..... 4 hours
COMPANY "E" THIRD PLATOON ON ENGINEERING WORK
Trench revetting, wire Ent., and general trench work ..... 70 hours
General trench work and camouflage ..... 13 hours
COMPANY "E" FOURTH PLATOON ON INFANTRY WORK
Close order drill ..... 6 hours
Extended order drill ..... 6 hours
Combat exercise ..... 1 hour
Musketry ..... 1 hour
Bayonet ..... 1 hour
Gas instructions ..... 5 hours
COMPANY "E" FOURTH PLATOON ON ENGINEERING WORK
Light railway work ..... 65 hours
COMPANY "F" FIRST PLATOON ON INFANTRY WORK
Practice marching ..... 18 hours
Gas instructions ..... 4 hours
COMPANY "F" FIRST PLATOON ON ENGINEERING WORK
Concrete and sand bag shelters for Brigade and Battalion Headquarters ..... 65 hours
Bomb proof cellar ..... 16 hours
COMPANY "F" SECOND PLATOON ON INFANTRY WORK
Practice marching ..... 15 hours
Gas instructions ..... 4 hours
COMPANY "F" SECOND PLATOON ON ENGINEERING WORK
Concrete machine gun emplacements and observation post ..... 65 hours
Trench revetting and general trench work .. 13 hours
COMPANY "F" THIRD PLATOON ON INFANTRY WORK
Close order drill ..... 7 hours
Advance and rear guard ..... 5 hours
Outpost and patrolling ..... 5 hours
Gas instructions ..... 4 hours
COMPANY "F" THIRD PLATOON ON ENGINEERING WORK
Pyramid shelters ..... 65 hours
Trench revetting and snipers post and deep dugout ..... 13 hours
COMPANY "F" FOURTH PLATOON ON INFANTRY WORK
Close order drill ..... 7 hours
Advance guard ..... 8 hours
Outpost and patrolling ..... 5 hours
Gas instructions ..... 4 hours
COMPANY "F" FOURTH PLATOON ON ENGINEERING WORK
Concrete and brick observation posts ..... 65 hours
Concrete block pill boxes and camouflage work ..... 13 hours

2. The above infantry work was all that could be done under the conditions of the work and being in close proximity of the enemy.

GEORGE L. LYERLY,
Major, N. G.

This report is also a fair estimate of the work done by the First Battalion from the period from July 24th to August 16th while encamped at Furze Camp and Gaunt Farm, the work being of the same character.

The work of the battalion by companies was as follows:

Company D: On July 11th two platoons, D-1 and D-2, under Lieutenants Stroup and Warren, moved to Furze Camp and the other two platoons, D-3 and D-4, under Lieutenant D. M. Williams, moved to Gaunt Farm.

The two platoons at Furze Camp were engaged on work on the West Poperinghe trench system, one platoon on wire entanglements and the other on trench construction in the fire trenches of this system. These two platoons exchanged work every other day so that all would become familiar with each class of work. The work was done under the supervision of the company officers directed by Captain Gibbs of the British R. E.'s. On the trench work for the first week a deep trench with six feet cover was built (*see Plate VII*). This required a great deal of labor as at no place could the trench be dug deeper than three feet on account of drainage. It therefore necessitated building the trench above ground as much as below ground, and since the bottom of the trench was narrow and the parapet and parados wide, much earth had to be dug from in front

and from behind the trench to complete it. The excavations in front were made to answer as a "tank trap" and that behind was so dug as to take care of the trench drainage. However, it required so much labor to complete trenches of this type that an order was issued forbidding any further construction of trenches in that sector with six feet of cover. Therefore the remainder of the trench work was done in constructing trenches with only four feet and six inches of cover and using the duck boards as a fire step. (*See Plate VIII.*) Even this necessitated excavations both in front and rear of the trench to supply sufficient earth for the parapet and parados. These two platoons of Company D after the first week continued work of digging and revetting trenches of four feet and six inches of cover, and in laying the duck boards in the same. No attempt was made at camouflaging the work.

The other two platoons of Company D, D-2 and D-3, under Lieutenant D. M. Williams, were engaged in the construction of concrete pill boxes, shelters, and artillery observation posts. This work was also conducted under the platoon commanders, directed by officers from the 34th British Division R. E.'s.

On July 13th Lieutenant Field returned to the company and took charge of one platoon at Gaunt Farm until Lieutenant D. M. Williams was evacuated, when he commanded both.

Lieutenant Warren was put on special duty to assist the Regimental Stores Officer on July 14th and this left the first two platoons under Lieutenant Stroup.

On July 23rd the two platoons D-1 and D-2, under Lieutenant Stroup, moved to Central Camp F 14 d 5.6.

Company E: On July 11th the company was divided into three detachments—Two platoons, E-1 and E-3, under Captain Sullivan, went to Furze Camp; E-2, under Lieutenant R. M. Williams, went to Gaunt Farm, and E-4, under Lieutenant McDonald, went on detached service with the British Foreways Companies at A 3 b 9.8.

The two platoons under Captain Sullivan were engaged in the same kind of trench and wire work, and in the same locality, as the two platoons of Company D under Lieutenants Stroup and Warren, and the platoons rotated on the work in the same manner. On July 13th Lieutenant Warfield reported back to the company for duty and was assigned to command Platoon E-1. On July 19th Lieutenant Phillips, who had been dropped at Liverpool, England, when the detachment debarked June 12th, on account of the measles, reported to the company and was assigned to command E-3.

Platoon E-2, under Lieutenant R. M. Williams, at Gaunt Farm was engaged in constructing concrete pill boxes. On this work camouflage was used and the men worked from 6:00 A. M. to 2:00 P. M. The enemy shelled this work frequently and the men had to be withdrawn on several occasions.

Platoon E-4, under Lieutenant McDonald, reported to the Foreways Company No. 4 at A 3 b 9.8. While there they were engaged in all work common to the light railways, including construction and operation. They were also fortunate enough to participate in launching a cloud gas attack against the enemy in the sector just east of Ypres. On the night of July 13th-14th enemy airplanes attacked the light railway yards at the camp where this platoon was billeted. No casualties resulted though three bombs were dropped within thirty yards of the tents that the men occupied. On July 16th this platoon moved to B 28 a 8.5, Trois-Tours, where they were engaged in light railway construction and operation until July 23rd.

On July 18th Captain Sullivan took charge of the work on the West Poperinghe reserve trenches from Poperinghe-Proven road to Poperinghe-La Lovie Chateau road, where one battalion of Infantry were engaged in building these trenches. Assisting him were twenty picked men from the company.

Company F: On July 11th this company was divided into four detachments—one and one-half platoons under Lieutenant Ellicott moved to F 14 d 7.4; one-half of one platoon under Master Engineer Stockard moved to

L 10 a 3.4; two platoons under Lieutenants Sill and McLeod moved to Gaunt Farm A 28 a 1.9.

Under Lieutenant Ellicott at F 17 d 7.4, F-1 and the first section of F-2 were located. This detachment carried on the work on two jobs. A detail was engaged in building the Brigade Headquarters at Knollys Farm H 13 a 8.9, which was an elaborate bomb-proof shelter in a farm building. (*See Plates XII, XIII, XIV, XV.*) This required concrete work, concrete slabs, sand bagging and earth filling. Another detail was engaged in bomb proofing a cellar at A 21 a 0.8 for a battalion headquarters.

The second section of F-2, under Master Engineer Stockard at L 10 a 3.4, were busy constructing a concrete machine gun emplacement at L 10 a 2.4.

The two platoons F-3 and F-4 under Lieutenants Sill and McLeod worked on concrete machine gun emplacements and observation posts, pyramid shelters, deep dugouts, snipers' posts and on camouflage work. The work was similar to that done by the platoons of Companies D and E (outlined above), located at Gaunt Farm. Captain Seelye on July 18th took charge of the work on the West Poperinghe reserve trenches south of the Poperinghe-Proven road. Assisting him were twenty men from the company.

Engineer Train: The Train was located at Strathcona Camp July 11th, but on July 12th it was divided into two sections. One section under Lieutenant Neuer moved to Furze Camp while one section under Lieutenant Cline remained at Strathcona Camp. The two sections were kept in readiness at all times to move on short notice. They were also used for distributing tools to the Infantry and on the night of the expected enemy attack, July 17th, wagons with tools were placed at points selected by the Division Engineer; six wagons with two hundred shovels each were located, three at L 10 a 2.4 and three at F 18 c 8.6.

At the same time that Company B suffered in casualties two officers wounded on July 16th, the Train had one man, Sgt. Huffman, killed and three others wounded, two of whom afterward died of wounds. They also had five horses killed and three others wounded so badly it was necessary to kill them afterward.

Headquarters Company: Headquarters Company, less a detail of the topographic section, which was with the Division Engineer's office at Watou, was at or near Strathcona Camp and were engaged in the regular duties.

JULY 24TH TO JULY 31ST

During this period the regiment was favored with fair and warm weather.

Regimental Headquarters were maintained at Strathcona Camp where headquarters of the Second Battalion was also established. July 24th was a general moving day for units of the regiment. The movements made and the work engaged in is best shown by units separately.

First Battalion

First Battalion Headquarters moved from Strathcona Camp to Furze Camp, the Battalion Transport also making the same move. The Commanding Officer of First Battalion took over from Commanding Officer Second Battalion the work the Second Battalion had been doing.

Company A: Company A took over from Company E the work it was doing; Captain Brooks relieved Captain Sullivan in charge of the work on the reserve trenches where Infantry were employed.

The first platoon (A-1) relieved the fourth platoon (E-4) on light railway work at Trois-Tours B 28 a 8.5 and carried on this work.

The second platoon (A-2) relieved the second platoon (E-2) of Company E at Gaunt Farm and carried on the work on pill boxes, observation posts, etc.

The third and fourth platoons (A-3 and A-4) relieved the two platoons (E-1 and E-3) at Furze Camp and continued the work on trench construction.

Company B: The platoon B-1 at Dirty Bucket Camp A 30 Central moved to Strathcona Camp and again took up work in infantry training.

The platoon B-2 at Dead End Camp I 2 c 1.8 also moved to Strathcona Camp, where they were engaged in infantry training.

The platoon B-3, which had been at Strathcona Camp since July 10th, moved to Gaunt Farm where it took up the work of one of the platoons of Company F on concrete construction.

The fourth platoon, B-4, which had been attached to the R. E.'s at Machine Gun Farm H 12 a 5.6, moved to Furze Camp and relieved one platoon of Company D.

Captain Winthrop of Company B relieved Captain Seelye of Company F on the supervision of work on the West Poperinghe line.

Company C: The first platoon, C-1, which had been attached to the British R. E. Company at G 10 Central, moved to Gaunt Farm and relieved one platoon of Company F.

The second platoon, C-2, which had been at Strathcona Camp, and C-3, which had been attached to one company of the British R. E.'s at Query Camp G 11 a 2.3, moved to Gaunt Farm and relieved the two platoons of D Company, D 3 and D 4.

The fourth platoon, C-4, which had been attached to a British R. E. company at Query Camp G 11 a 2.3, moved to Furze Camp and relieved one platoon of D Company there.

Captain George, Company C, moved to Furze Camp and took charge of some Infantry on trench work.

Second Battalion

Second Battalion Headquarters moved from Furze Camp to Strathcona Camp and the Comanding Officer Second Battalion took charge of the infantry training of platoons at Strathcona Camp. The Battalion Transport also moved from Furze Camp to Strathcona Camp.

Company D: The two platoons under Lieutenant Stroup (D-1 and D-2), which had moved on July 23rd to Central Camp F 14 d 5.6, were divided into two detachments and D-1 with half of D-2 moved to F 17 d 7.4 and relieved the platoon and a half of Company F at that point. On July 28th the half of D-2 at F 17 d 7.4 moved to L 10 a 2.4 and joined the other half on the work.

The other two platoons, D-3 and D-4, which were at Gaunt Farm moved to Strathcona Camp for infantry training.

Captain Armstrong of Company D was engaged at Division Engineer's office as Stores Officer.

Company E: Company E relieved Company B with the R. E. companies in the line; E-1 moved from Furze Camp to Dead End Camp I 2 c 1.8 and was attached to the R. E. company there.

E-2 moved from Gaunt Farm to Dirty Bucket Camp A 30 Central and relieved B-1 which had been attached to the R. E. company there.

E-3 moved to Machine Gun Camp H 12 a 5.6 and relieved B-4 which had been attached to the R. E. company there.

E-4 moved from Trois-Tours to Strathcona Camp and engaged in infantry training.

Captain Sullivan, Co. E, moved headquarters to La Lovie Chateau, where he became attached to the C. R. E. of the 49th Division.

Company F: Company F relieved Company C. F-1 moved from F 17 d 7.4 to Strathcona Camp and was engaged in infantry training.

One-half F-2 moved from L 10 a 2.4 to G 10 Central and the other half of F-2 moved from F 17 d 7.4 to the same camp where the platoon was attached to the R. E. company at this point for front line work.

F-3 and F-4 moved from Gaunt Farm to G 11 a 2.3, where they were attached to the two R. E. companies at this camp, Query Camp.

Captain Seelye, Company F, moved to Convent Camp, where he was attached to the C. R. E. of the British 33rd Division. He was also liaison officer between the 105th Engineers and the 60th Brigade, which required certain preparations for carrying out engineering work in the event of an enemy attack.

Engineer Train: The Engineer Train changed stations on July 24th; the section at Furze Camp and the one at Strathcona Camp exchanged locations. However, Lieutenant Cline remained at Strathcona Camp and Lieutenant Neuer at Furze Camp.

Headquarters Company: No changes took place with Headquarters Company. They remained at Strathcona Camp and continued regular duties.

AUGUST 1ST TO AUGUST 16TH

During the first six days of this period it rained. The last ten were fair and hot.

The same general scheme of training and work was carried out during this period as in the two preceding weeks, the only changes being the rotations of the units in order to give each platoon, as far as possible, training in each kind of work encountered.

Regimental and Second Battalion Headquarters, Headquarters Company, the Band, one-half of the Engineer Train and from four to six platoons were at Strathcona Camp. First Battalion Headquarters were maintained at Furze Camp.

A change of station and work for all units was accomplished on August 1st as follows:

First Battalion

The Battalion Headquarters and Transport remained at Furze Camp.

Company A: A-1 moved on August 1st from Trois-Tours B 28 a 9.5, where they had been attached to the British Foreways Company on light railway work, to Gaunt Farm and relieved A-2 on concrete work. This platoon remained at Gaunt Farm for the entire period.

A-2 moved from Gaunt Farm to Furze Camp and were engaged in trench work from August 1st to the 10th. On August 10th this platoon moved to Query Camp G 11 a 2.3 and was attached to one of the R. E. companies at that camp until August 16th.

A-3 moved on August 1st from Furze Camp to Query Camp and became attached to one of the R. E. field companies there for the period from August 1st to August 10th. On August 10th this platoon moved back to Furze Camp and continued trench work until August 16th.

A-4 moved on August 4th from Furze Camp to G 10 Central and were attached to the R. E. field company at that camp until August 10th, when it returned to Furze Camp and continued work until August 16th.

During the period the platoons were attached to the R. E. companies the Commanding Officer Company A, Captain Brooks, was attached to the C. R. E. of the 33rd Division (British), with headquarters at Convent Camp.

Company B: Three platoons moved to Gaunt Farm where they continued work on concrete emplacements; B-1 and B-2 moving on August 1st from Strathcona Camp, and B-4 moving from Furze Camp. B-3 moved August 1st from Furze Camp to Gaunt Farm. During this period the Commanding Officer Company B, Captain Winthrop, continued supervision of the Infantry on trench construction.

Company C: On August 1st three platoons moved to Furze Camp A 19 b 1.9; C-1, C-2 and C-3 moving from Gaunt Farm A 28 a 1.9, where they had been engaged on concrete work. C-4 moved August 1st from Furze Camp to Gaunt Farm and took up the work that C-1 had been engaged in.

The Commanding Officer Company C, Captain George, continued supervision of the Infantry on trench construction.

Second Battalion

Battalion Headquarters and Transport remained at Strathcona Camp during the period from August 1st to August 16th.

Company D: D-1 moved from F 17 d 7.4 on August 1st to A 30 Central, Dirty Bucket Camp, where they became attached to the British R. E. company. They remained here at work until the 7th, when with the R. E. company they moved on the night of the 7th-8th to Machine Gun Farm. No work was done by them at Machine Gun Farm, however, for

they moved again the night of August 8th-9th to Strathcona Camp, where they engaged in infantry work until August 16th. D-2 did not move on August 1st, but remained at L 10 a 2.4 on the work there until August 10th when they moved to Query Camp and were attached to one of the R. E. field companies at that camp. They worked with the field company until August 16th.

D-3 moved on August 1st from Strathcona Camp to Dead End Camp I 2 c 1.8 and were attached to the R. E. company there for work. They moved with this company on the night of the 7th-8th to Dirty Bucket Camp and then on the 8th moved to Strathcona Camp and again took up the work in infantry training until August 16th.

D-4 on August 1st moved from Strathcona Camp to Machine Gun Camp H 12 a 5.6 and became attached to the British R. E. company at this point with whom they worked until August 7th and then moved to Dead End Camp at I 2 c 1.8. No work was done at Dead End Camp and on the night of August 8th-9th the platoon moved back to Strathcona Camp where they engaged in infantry training until August 16th.

The Commanding Officer Company D, Captain Armstrong, remained with the Division Engineer at Division Headquarters, Watou, as Stores Officer.

Company E: The three platoons of Company E which had been attached to British R. E. companies moved the night of August 1st-2nd to Strathcona Camp. E-1 moved from Dead End Camp I 2 c 1.8 and were to have been transferred by light railway at 8:00 P. M. from Machine Gun Farm with E-3. However, on account of heavy enemy shelling the light railway train could not get up that night on time and Lieutenant Warfield moved the platoons to shelter in the Dickebush-Goldfish line of trenches. About midnight, after shelling ceased, the platoons entrained and proceeded to Pugwash, where they detrained about 5:00 A. M. and marched to Strathcona Camp. (Pugwash is not shown on map, Plate I, but is about two miles northwest of Proven.)

E-2 moved by march on July 31st from Dirty Bucket A 30 Central to Strathcona Camp, where they engaged in infantry training until August 16th. Lieutenant Williams went on D. S. with A-2 on August 10th, when they were attached to the British R. E.'s, there being no available officer for this platoon in the First Battalion. Lieutenant Williams took with him as orderly Priv. Dewey Faircloth, and on the night of August 10th Pvt. Faircloth had the narrowest escape yet recorded. A high explosive shell from enemy artillery exploded so close to him that the fire from the explosion singed his hair and eyebrows. He was blinded and rendered deaf for about three hours, but after this suffered no inconvenience from his experience. As no medical aid was necessary, Pvt. Faircloth was not evacuated, but resumed duties the following day.

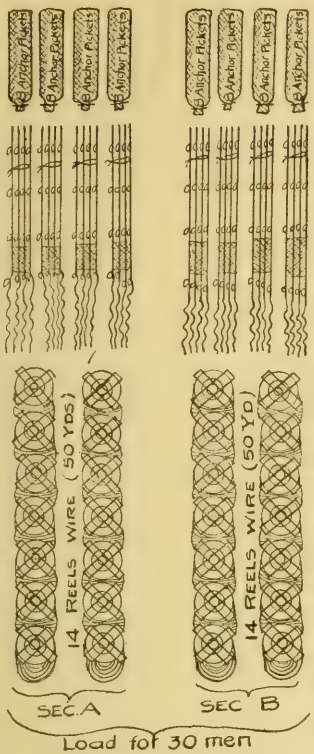
E-4 moved July 31st to F 17 d 7.4. This movement was made under Lieutenant Phillips, Lieutenant McDonald having gone to Gas School on July 28th. This platoon relieved D-1 on this work.

During this period the Commanding Officer Company E, Captain Sullivan, was with the platoons at Strathcona Camp and was also liaison officer between the regiment and the 60th Brigade, having relieved Captain Seelye of Company F in this duty.

On August 7th a detail of 30 men from the company under Captain Sullivan went to Ondank Dump A 5 d 5.5 by lorry and prepared tools, screw pickets and barbed wire into one-man packages. (*See Plate VI.*)

On August 8th one platoon, consisting of one section of E-1 under Lieutenant Warfield and one section of E-2 under Lieutenant R. M. Williams, both under Captain Sullivan, with Lieutenant Don McLeod of F Company, engaged in a regimental maneuver with the 120th Infantry. At the critique after the maneuver General Faison, who acted as umpire, complimented the Engineers on the way their packs were made.

On August 11th Lieutenant Warfield, with a picked platoon of seven squads from the



DESCRIPTION	LOAD FOR ONE MAN
ANCHOR PICKETS 8 Pickets are placed in one sand bag and the bag tied with bow knot. 4 bags of 8 pickets are placed in each section together.	One bag: 26 pounds
LONG SCREW PICKETS 4 per bundle wired together tightly in at least 2 places with smooth wire twisted, the ends left long enough to be readily undone, and each bundle wrapped with a sand bag: 4 bundles to be placed together in each section.	One bundle: 36 pounds
BARBED WIRE Coils to have 50 or 100 yds. of barbed wire. Ends to be loosened and tied with white tape or sand bagging. Tin to be removed from coils: 14 fifty yard, or 10 fifty-yd. & 2 100-yd coils, placed together in each section.	Two 50-yd. rolls: 30 pounds OR one 100 yd. roll, 29 pounds

ARRANGEMENT FOR PREPARING MATERIALS FOR DOUBLE-APRON WIRE ENTANGLEMENT AT ENGINEER DUMPS.

NOTE. Sections A & B each has sufficient material to construct 50 yds of double apron entanglement and each is a load for a carrying party of 15 men and 1 N.C.O.

PLATE VI

MATERIALS FOR ERECTING WIRE ENTANGLEMENTS

PLATE VII: SECTION OF A SIX FOOT TRENCH, YPRES FRONT

The sketch shows the cross-section of trench as built on parts of the West Poperinghe Line. There are also some portions of the Vlamertinghe Line of this section.

What is called an "A" frame is shown resting on the bottom of the trench and generally the trench could only be dug the depth of this frame, or about three feet. There were places where no "A" frame was used, the soil being of such a nature that it would stand by revetting with wire, corrugated iron, brush, sod, expanded metal or other good forms of revetments. However, this was the exception, rather than the rule.

It was necessary therefore to build half of the trench above ground and, as the dug part was narrow and the parapet and parados both wide, much of the fill had to be borrowed. The borrowing was done on both sides of the trench as shown in sketch. In front the pit was cut in the shape of a saw tooth and was designed to stop tanks. The pit in rear of the trench served as a drain. It was dug a little deeper than the trench for this purpose. It was not always possible to drain the trench to the rear and in many instances drains had to be cut through parapet and tank trap. A square box drain or pipe was placed in the bottom of these drains and then the drain ditch filled. In the case of drains to the rear this was not done. The drain ditch was used as an approach, or as a passage to a type C shelter. *See Plate X.*

The following data on task work were compiled from the work done on this type of trench for the purpose of allotting tasks to working parties:

Task No. 1	
Digging trench, 3 ft. deep, 3 ft. wide at top, 2 ft. wide at bottom	4 yds. per day
Task No. 2	
"A" Framing with Panels and duckboarding	2 yds. per man per day
Task No. 3	
Revetting parapet or parados including properly anchoring all pickets	2 yds. per man per day
Task No. 4	
Banking parapet including sandbagging over revetting panel to height of 4′ 6″ above ground level	1 yd. per man, 3 days (includes shoveling)
Task No. 5	
Banking parados to height of 3′ 6″ above ground level (6″ above revetting panel)	2 yds. per man per 3 days
Task No. 6	
Banking C. T. without revetment	3 yds. per 5 men in one day
Task No. 7	
Wiring double apron fence	1,000 yds. per day per company 100 men

Any other task which requires earthing or digging can be calculated by the arithmetic paper already issued on a basis of 90 cubic feet per day per man, care being taken when the throw is likely to be excessive to allot the necessary shoveler to the digger.

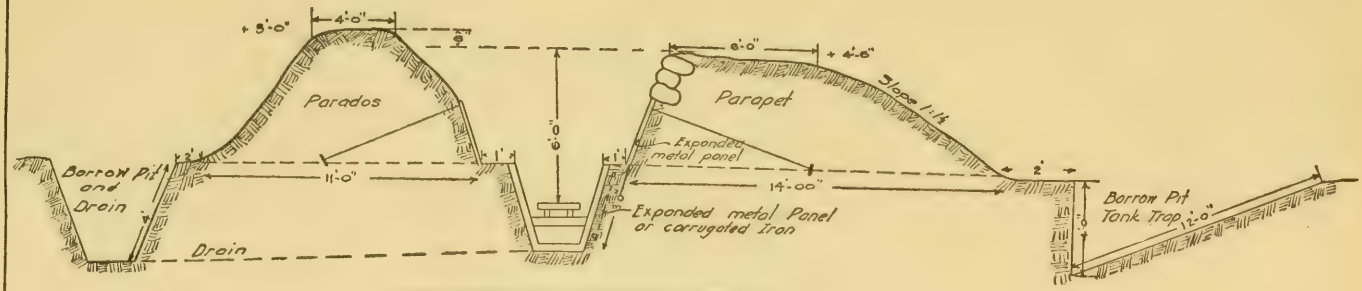


PLATE VII

SECTION OF A SIX FOOT TRENCH YPRES FRONT

PLATE VIII: SECTION OF A FOUR AND ONE-HALF FOOT TRENCH, YPRES FRONT

The sketch shows the section of trench as constructed in the majority of the defense systems on the Flanders front. This trench was built in the same manner as described for the trench with six feet of cover but required less work.

The walk way in this trench became the fire step which made it difficult for parties to pass. It was, of course, necessary to walk in a bent position to avoid observation.

With but few exceptions all the trench work done by the Division in the Ypres and Canal Sectors was of this cross-section, with many type C shelters.

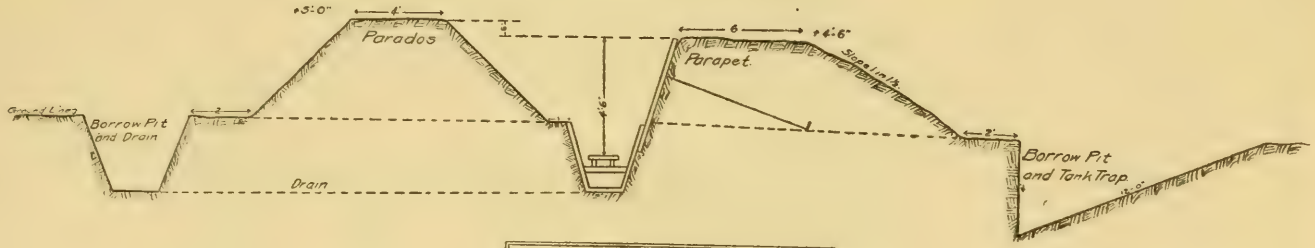


PLATE VIII

SECTION OF A FOUR AND ONE-HALF FOOT TRENCH—YPRES FRONT

PLATE IX: A PYRAMID SHELTER, YPRES FRONT

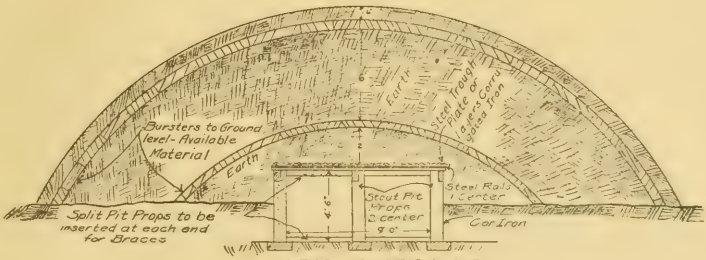
(*See also photographs 28 and 29, pictorial section*)

The sketch shows the pyramid shelters many of which were built in the Vlamertinge Line and the lines in the rear.

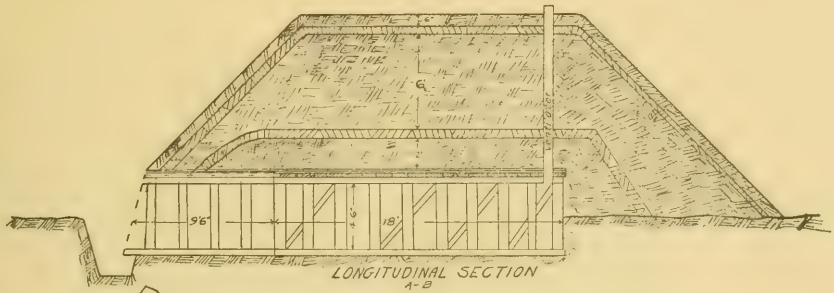
These shelters were bomb proof and would accommodate twenty men. They were usually built just behind the support trench and were used for Company and Battalion Headquarters. Others built further in the rear were built for Regimental and Brigade Headquarters, though they were never used as such.

These shelters were very substantially built as indicated on the sketch. Besides the great amount of fill necessary to construct them it was difficult at times to procure the necessary timbers and iron. This often delayed the work.

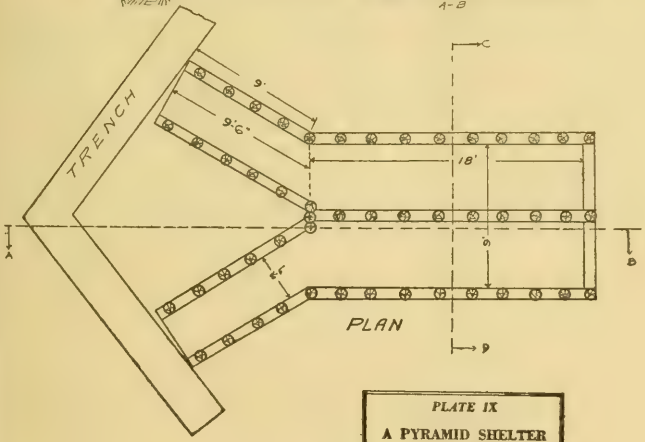
Most of these shelters shown on map PLATE I were built while the Regiment was attached by platoons to the R. E. companies of the 33rd, 34th, and 49th British Divisions during the period of training from July 11th to August 16th.



CROSS SECTION C-D



LONGITUDINAL SECTION
A-B



PLAN

PLATE IX

A PYRAMID SHELTER

YPRES FRONT

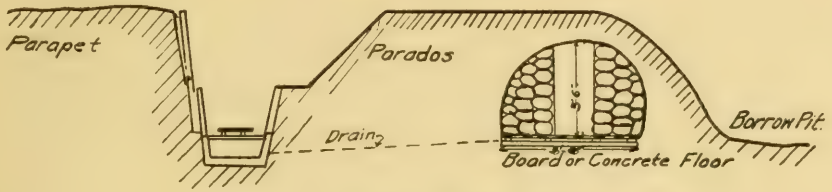
PLATE X: THE TYPE C. SHELTER

This type of shelter as shown by the sketch was built to protect the men from rifle fire and splinters from shell fire. It is known as being "splinter-proof." A direct hit by field or heavy artillery would demolish it.

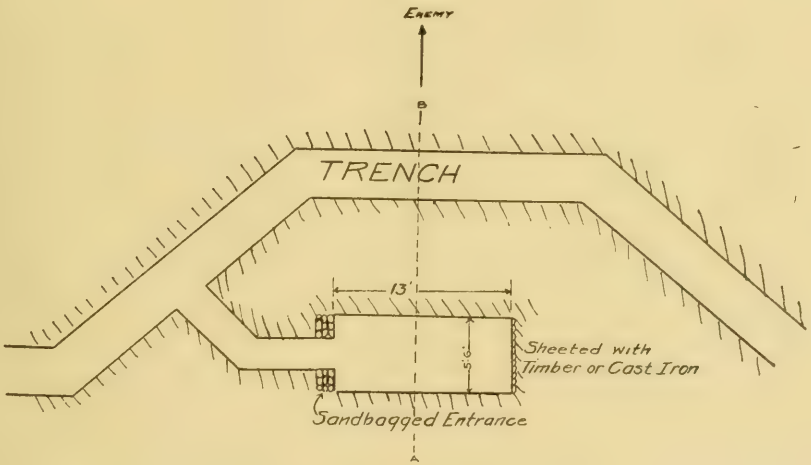
These shelters were built to accommodate either two or four men and were built in the parados of a fire bay with the entrance from the approach to the fire bay and preferably with an angle in this entrance. These shelters were usually built in the support and reserve trenches, and often in the fire trench.

They were constructed of corrugated curved iron, about one-eighth of an inch thick, and two sections bolted together to make the semicircle. The sections thus bolted together were a little wider than two feet. The next sections would lap these by one corrugation so that each section would make about two feet of shelter. In this manner the shelters were built eight feet long (or four sections) to accommodate two men, or fourteen feet long (seven sections) to accommodate four men.

Duck boards were often used for a floor, which allowed good drainage and a dry bed. The shelters were, of course, built above drainage so that the entrance from the trench would carry off any water.



CROSS SECTION A-B
Scale ½" = 1'



SECTIONAL PLAN
Scale ⅛" = 1'

PLATE X

THE TYPE "C" SHELTER
YPRES FRONT

PLATE XI: WORK DONE ON COUTHOVE CHATEAU, CANAL SECTOR

Couthove Chateau was used for the 59th Infantry Brigade Headquarters while the Division held the line in the Canal Sector.

In order to make a bomb-proof shelter out of the basement work was done similar to the work on Goldfish Chateau. The first floor was strengthened by means of props and railroad iron and then the sandbagging was done on the first floor and around the outside as shown in sketch.

A window in the cellar was cut down so as to make an entrance and a trench dug leading to steps. This gave two exits to the shelter, which it is always wise to have. This work was done by platoons stationed at Strathcona Camp before the Canal Sector was taken over by the 30th Division.

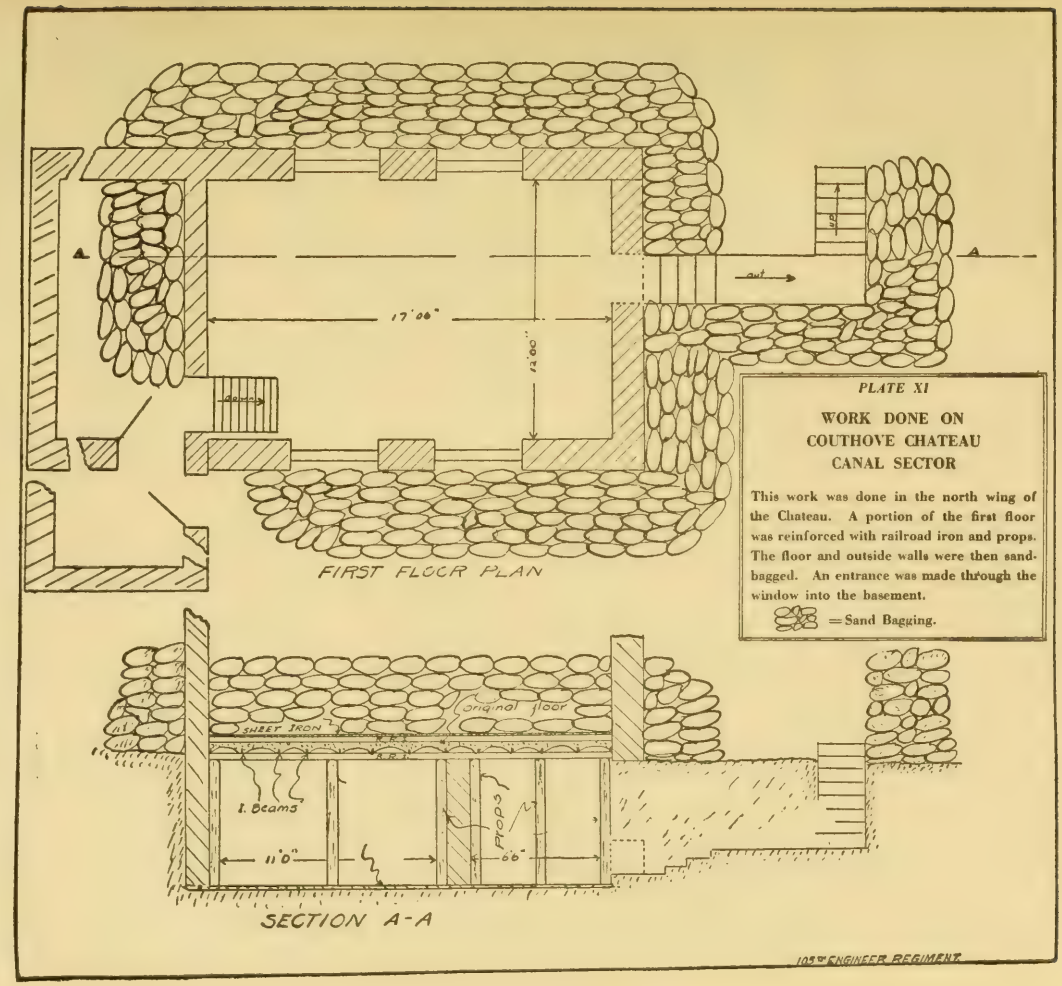


PLATE XI

WORK DONE ON COUTHOVE CHATEAU CANAL SECTOR

This work was done in the north wing of the Chateau. A portion of the first floor was reinforced with railroad iron and props. The floor and outside walls were then sand-bagged. An entrance was made through the window into the basement.

= Sand Bagging.

three platoons at Strathcona Camp, represented the regiment and with one platoon from the 119th Infantry represented the division at a British Church Parade at Terdeghem, where the troops were received by King George V of England. The appearance and drill of this platoon was made the subject of favorable comment.

Company F: Three platoons of the company moved back to Strathcona Camp and the one at Strathcona Camp went on detached service with the Foreways Company. F-2, F-3 and F-4, which had been attached to the field companies of the British R. E.'s of the 33rd Division, moved from their camps at G 10 Central and Query Camp to Strathcona Camp on August 1st and engaged in infantry training.

F-1, which had been at Strathcona Camp from July 24th to July 31st, moved to Trois-Tours and were attached to the Foreways Company for work on the light railways. This platoon later moved to Brandhoek on August 8th and continued work with the light railways.

Engineer Train: For this period the Engineer Train continued with one-half section at Furze Camp and one-half section at Strathcona Camp. They also maintained mobile dumps at points designated in orders, with loaded wagons ready in case of an enemy attack.

Headquarters Company: Headquarters Company remained at Strathcona Camp during this period engaged in regular duties. The maps attached to reports are evidence of the work of the topographical section, who not only furnished the maps and prints but collected the data for making these maps, much of this work being done by Captain C. R. Humphreys and Lieutenant H. S. Tucker.

SUMMARY

The training as outlined in the foregoing pages does not cover all the work done by the regiment during this period, for to cover all details would require too much space. The work was similar in many respects to that described in the following chapter. A few special phases of the training mentioned above, however, are worthy of note:

On July 12th Captain Frederick D. Stafford was sent to II British Corps Headquarters as liaison officer, where he remained until relieved by Lieutenant Bascom L. Field on July 21st, Captain Stafford having been sent to trace the equipment shipped from Camp Sevier by the regiment but never received "overseas." Lieutenant Bascom L. Field remained with the II British Corps until August 17th.

One officer from each battalion, Lieutenant Shenck H. Griffen of the First and Lieutenant F. H. McDonald of the Second, were sent to Gas School and upon their return were assigned as gas officers for their respective battalions. Two N. C. O.'s from each company were also sent to a special school of gas conducted by the British. Upon their return these N. C. O.'s became the gas N. C. O.'s for their respective companies.

The platoons while stationed at Strathcona Camp during this period also fired on the 30-yard rifle ranges near Proven.

Details from platoons at Strathcona Camp did work on Division Headquarters near Watou and also prepared a Brigade Headquarters at Couthove Chateau. (*See Plate XI.*)

Training in hand grenades and rifle grenades under Lieutenants Warfield and Murphy was given the platoons at Strathcona Camp in August. Live grenades were used in this training.

Dr. Thomas H. Johnston was attached to the regiment about August the 8th as the Y. M. C. A. representative. Besides conducting his Y. M. C. A. work, Dr. Johnston acted Chaplain for the 2nd Battalion during his attachment to the regiment to the satisfaction and appreciation of both men and officers.

Orders were received August 15th (Field Order No. 9, Headquarters 30th Division) to the effect that the 30th Division would relieve the 33rd British Division in the line on the Canal Sector on the nights of August

16th-17th and 17th-18th. The following is an extract of the order in so far as it affected the Engineers: "The 105th Engineer Regiment will relieve the British Pioneer Battalion and the R. E. companies, under arrangements made between the 30th (American) Divisional Engineer and the C. R. E. of the 33rd (British) Division."

In accordance with this order the commanding officer of the 105th Engineers, Division Engineer, completed the following arrangements:

The three companies of the 1st Battalion were to relieve the R. E. companies of the 33rd (British) Division, and the 2nd Battalion was to relieve the Pioneer Battalion. Arrangments were made by the C. O. 105th Engineers with the C. R. E. of the 33rd (British) Division for the major of each battalion with his company commanders and four N. C. O.'s from each company to meet corresponding officers and other ranks from the R. E. companies and the Pioneer Battalion and go over the work in hand and the billets.

The Commanding Officer went over the field of operations with the C. R. E. (33rd British Division) and made all final arrangements for the transfer and taking over.

On August the 16th the officers and other ranks of the two battalions met corresponding details from the 33rd (British) R. E.'s and the Pioneer Battalion and went over the works and the billets, completing all details in regard to the turn over.

Men were paid for the month of July on the afternoon of August 16th.

The division now became a *Combat* Division, its training having been sufficiently completed to the satisfaction of the authority competent to judge.

Sir Claude Jacobs, the Commanding General of the II British Corps, under whom the training from July 11th to August the 16th was conducted, in his criticism of the 30th American Division, wrote as follows regarding the Engineers: "The 105th Engineer Regiment is a thoroughly efficient unit, officered by qualified engineers."

CHAPTER VII

OCCUPATION OF THE CANAL SECTOR AND THE BATTLE OF VOORMEZEELE — YPRES-LYS OFFENSIVE, AUGUST 17TH to SEPTEMBER 3RD, 1918

The following letter from Maj. J. E. Anderson, Royal Engineer, to Maj. Perrin C. Cothran, U. S. Engineers, at the time the Americans took over the Canal Sector, Belgium, is quite interesting, as it shows to some extent the effect on the war-worn British of the Americans entering their sectors.

QUERY FARM,

August 18, 1918.

MY DEAR COTHRAN:

I wonder if you'll pardon the apparent liberty I take if I presume to hand out to you a few tips on things generally as I've found them? Please do.

To begin with, it would be absurd for me to talk over engineering details to you. You'll have probably found in ordinary field work, that you don't need to use the Calculus every day, and that what is needed is a good supply of "horse-sense." And this, I know from experience, every American-born naturally has.

My chief difficulties with junior officers, starting on a new job, are to get them to:—

(a) *Make an approved plan of the job first,* on paper, instead of trying to design it piecemeal as the job progresses. It can then be handed over to a N. C. O. to carry on as a business proposition.

(b) *Execute the drainage scheme before* commencing any other work on the ground. It will pay you handsomely to spend many days on a good, straight, deep drain, and in this country especially so. You find this only too rarely practiced in our Army. Indeed, 99% of even our *engineers* will tell you it's not possible to dig deep earthworks (say trenches) in Belgium, and you find this impression very painfully illustrated in our back-area systems (Green Line, Brandhoek Line, etc.). Believe me, it is quite a wrong conclusion. If proper levels are taken, drains up to 10 feet *can* be dug, and you can then fit in good deep, comfortable, inconspicuous trenches and shelters to conform to this system.

(c) *Carry out a Sanitary System,* as of next importance. If you have large parties of men working on a job, one or two temporary latrines (holes in the ground with rough screening around) will substantially assist the medical officers. Draining and covering foul ground, too, are often overlooked.

(d) *Use camouflage* properly. We have come to a stage in the war these days, when concealment and surprise become primary factors of success. Every man should know the importance of that. The required camouflage should be collected on the ground *before the job is commenced,* as to leave a work unconcealed *for any time at all,* may result in its detection by the enemy. If in doubt as to the efficiency of any method of concealment, call for aeroplane photographs.

Another great difficulty of mine has been to get the infantry to work. Our infantry are becoming very war-weary and stale, and owing to the wastage amongst our best men, in the four years that have gone, we have com-

paratively inferior material left, both in officers and in men. Generally the men lack energy and their officers keenness and initiative. It seems, then, a pity from our engineers point of view, that your infantry should have been attached for instruction to ours. When I say that the present trench warfare consists of ninety-five per cent. work and five per cent. fight, you will realize that you've got something to do to eradicate the false doctrine conveyed to your infantrymen by ours, who *lately have done scarcely any genuine pioneer work at all.* Such things as trenchboarding, A-framing, revetting, and wiring, in the *out-post system,* is the infantryman's job entirely. Every engineer you allow to go to do this work there, means an engineer lost to you on the more permanent defenses where you will find you could employ four times the number of technical men you possess.

This must be impressed upon the higher infantry commanders right from the start.

And now a final word as to your very own battalion, a part of which I've been honored by a temporary attachment to my unit.

Undoubtedly you have amongst them the finest material that can be found in the world. I should suggest, if I may be allowed, that your platoon commanders should train their N. C. O.'s to accept greater responsibility—the greatest within their limitations, if they have any. And the senior N. C. O.'s should have their own mess, and not mix too much with their men. The above will help to make the finest asset you can ever possess in any military unit—good N. C. O.'s.

I feel as if I know your "A" Co. very well. I'm more than half American myself by engineering training; I know some of your own States; and so I feel I know those boys as well.

I should like to shake each one by the hand and wish him good luck—the best that's going.

My very best respects to you, and may we meet again soon.

Yours very sincerely,

J. E. Anderson,

Maj. R. E.

On the morning of August 17th the units of the regiment were as shown in the dispositions in Chapter VI, there being six platoons of the First Battalion at Furze Camp, five at Gaunt Farm and one at Query Camp. The Second Battalion had nine platoons at Strathcona Camp and three on detached service; one at Query Camp, one at Brandhoek and one at F 17 d 7.4.

Regimental Headquarters, Headquarters Company, the Band and one-half of the Engineer Train were at Strathcona Camp. The other half of the Engineer Train was at Furze Camp.

Orders had been issued for the movement which would complete the relief of the 33rd British R. E.'s and the 35th Middlesex Pioneer Battalion by the 1st and 2nd Battalions of the 105th Engineers, respectively:

The First Battalion, less one platoon, moved by march from Furze Camp and Gaunt Farm to Query Camp. One platoon already at Query Camp did not have to move. *See Plate I.*

The nine platoons of the Second Battalion moved by march from Strathcona Camp at 6:15 A. M. to Pugwash just west of Proven, where they entrained on light railway for Brandhoek Camp. By 8:30 A. M. the relief was completed and the battalions were getting settled in their new quarters, which were, however, under enemy observation from Kemmel Hill and observation balloons on clear days. The two platoons from the Second Battalion, E-4 at F 17 d 7.4 and D-2, joined their respective companies by noon. F-1 was already encamped at Brandhoek and had to move only a few hundred yards to rejoin the company. *See Plate I.*

In these camps, Query and Brandhoek, the battalions were well housed in Nisson huts, sandbagged all around to a height of three feet above the floors, thus giving some protection from shrapnel and from exploding shells and bombs. *See photographs 42 and 43, Pictorial Section.*

Regimental Headquarters and Headquarters Company, the Train and Transports

moved on August 20th as follows: *See Plate I.*

Regimental Headquarters to Convent Camp.

Headquarters Company and the Band to Husband Camp.

The Engineer Train and Transports to L 7 d 7.5.

The above dispositions for the entire regiment were maintained as long as the division remained in the line except for a short period during the attack on Voormezeele, when three platoons of Company E, one platoon of Company B and one platoon of Company F were moved forward.

The work done by the regiment during this period is best shown by the reports from the separate battalions and companies as rendered. These reports and other papers are copied below in the following order:

Report of work done by First Battalion from August 18th to September 3rd.

Report of work done by Company A from August 18th to September 3rd.

Report of work done by Company B from August 18th to September 3rd.

Report of work done by Company C from August 18th to September 3rd.

Report of work done by Second Battalion from August 18th to September 3rd.

List of material salvaged by Second Battalion from August 25th to September 1st.

Report of Company E on engagement August 31st to September 3rd.

Report of Company F on engagement August 31st to September 3rd.

Report of one platoon, Company B, on engagement August 31st to September 3rd.

Report of one platoon, Company D, on engagement August 31st to September 3rd.

Order regarding "Gas Attack."

Report of investigation regarding gas casualties.

Handing over notes.

Attention to map, Plate I, is invited with reference to all of the above reports.

When relieved in the Canal sector September 3rd, 1918, the regiment had suffered in casualties 3 officers wounded, 8 other ranks killed and 51 wounded.

September 15, 1918.

REPORT OF WORK DONE BY THE FIRST BATTALION, 105TH ENGINEERS, IN THE CANAL SECTOR, YPRES, BELGIUM, AUGUST 18TH TO SEPTEMBER 3RD.

Pursuant to order of II British Corps and 30th American Division, the First Battalion, 105th Engineers, relieved the Royal Engineers of the 33rd British Division in the forward area of the Canal Sector of the Ypres front on August 17th, 1918. The "take over" was accomplished as ordered without trouble. Company A took over the work in right brigade front; Company B, the work over entire divisional front immediately behind the red or intermediate line, with several jobs in the vicinity of G. H. Q. 2, back to and including the purple line.

The work under supervision of Company A consisted of wiring English Wood, strong point in Ezenwald with two Moir M. G. emplacements. Revetment of G. H. Q. 1 line, concrete machine gun emplacements (two rooms, seven loop holes). Completion of deep dug out (capacity 80 men). Completion of Micham Market strong point in Segard Wood and north of Segard Wood and proposed strong point in Billigood Wood. Assembly of R. E. supplies for Infantry and supervision of Infantry working parties. Reclamation of three 5.9 point shelters in vicinity of Segard Wood completed. Maintained demolition patrol in right brigade front.

Company B brought to completion the outlined number of splinter proof shelters in the purple line (approximately 44 in various stages of completion at time of take over). Drained, reveted and duckboarded the Square Keep strong point. Drained and reveted 300 yards of intermediate line. Completed one ferro-concrete shelter and brought to 50 per cent completion second ferro-con-

crete shelter at Ambulance Farm. Reclaimed ten 5.9 proof shelters in vicinity of Swan Chateau. Commenced ferro-concrete shelter in Y. M. C. A. building near Howe Camp. Located second shelter on red line, south of Belgian Chateau. Patrolled camouflaged road. Patrolled water pipe line. Searched for traps and mines immediately following the Infantry advance.

Company C completed revetment of G. H. Q. 1 line on left brigade front. Completed (95 per cent) the additional protection of dressing station at Belgian Battery Corner. (*See photograph* 39, *pictorial section.*) Reclaimed three 5.9 proof shelters in vicinity of Swan Chateau. Wired partially completed (80 per cent) Swan Chateau Wood. Continued work on ferro-concrete shelters at Left Brigade Headquarters. Maintained demolition patrol at Doll's House on Canal. Maintained demolition patrol at Belgian Chateau. Maintained camouflaged road patrol.

Forty per cent of battalion work done at night. Sixty per cent of work frequently harassed by shells. All work forward of intermediate line harassed nightly by machine gun fire. Battalion camp harassed by H. E. shell fire. Five men of Company A wounded in camp. English Wood, Swan Chateau Wood, and G. H. Q. 1, work occasionally gassed.

Each company carried on the work assigned in a most satisfactory way.

The battalion was relieved by the Royal Engineers of the 35th British Division on September 4th, 1918.

P. C. Cothran,
Major, 105th Engineers.

CO. "A" 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES
FRANCE

September 20th, 1918.

From: C. O. 1st Battalion, 105th Engineers.
To: C. O. Co. "A" 105th Engineers.
Subject: Work Report.
While in the forward area the following work was carried on by Co. "A".

THREE MOIR M. G. EMPLACEMENTS

(*See Plate XVI and photograph* 40, *pictorial section.*)

One of which was completed
One was 90% completed
One was 30% completed
Note: The work on the Moir M. G. Emplacements was done at night on account of being under observation from KEMMEL HILL and enemy Balloons. The material was carried to the job by Infantry Carrying parties.

ONE REINFORCED PILL BOX

(*See photograph* 30, *pictorial section.*)

Note: One reinforced concrete pill box which was 60% completed. The work on this pill box was carried on in the day time under camouflage, but the material was moved up at night on account of being under observation. All this work was done by engineers, only.

FIVE LEWIS GUN POSTS

Two completed
One was 90% completed
One was 80% completed
One was 30% completed
Note: The two posts completed could be worked on in the day time without being observed, but the material was carried up at night by Infantry Carrying parties. The other three could only be worked on at night as there was considerable shelling around this place and was under observation of enemy balloons and KEMMEL HILL. Material for these three was also carried up by Infantry Carrying parties.

THREE STRONG POINTS

Each to accommodate one Platoon
Two were 80% completed
One was 70% completed
Note: Two of these strong points could be

worked on in day time but the material had to be moved up at night by Infantry Carrying parties. The other one could be worked on only at night. The Infantry did some digging on one of these posts, but most of the work was done by the engineers.

At first there was considerable difficulty in securing material from the various dumps for all these jobs, which caused some delay in the progress of the work.

FINISHED RECLAIMING DEEP DUGOUT

NOTE: Work on these consisted of cleaning out and general repair to frame work and considerable earth work. This was all done by engineers.

COMPLETED REGIMENTAL AID POST

NOTE: All work on this post was moving earth on the roof and putting burster course on. Some of the work on this post was done by infantry, but under supervision and help of engineers.

GAS PROOF ARTILLERY OBSERVATION POST

NOTE: Gas frames and curtains put in two entrances and in one window. Post made gas proof. All work done by engineers.

WIRED THREE STRONG POINTS

NOTE: All wiring completed around three strong points. Wire was carried by Infantry Carrying parties. Most of the work was done by engineers.

MADE DAILY INSPECTION OF DEMOLITION CHARGES

NOTE: This inspection required a detail of eight men to visit all demolition charges, twice daily, to see that they were undisturbed.

MADE PROGRESS MAP AND LISTED SHELTERS FROM G. H. Q. 1 TO INTERMEDIATE LINE

Personal inspection made by Commanding Officer Co. "A" of all shelters in this area and report of same forwarded to Division Engineer's Office.

While in the forward area Co. "A" had 13 casualties, namely:

6 Gas, August 24, 1918.

5 Severely Wounded by Shell Fire, August 31, 1918.

2 Slightly Wounded by Shell Fire.

GEORGE J. BROOKS,
Captain 105th Engineers,
Commanding Company "A".

REPORT ON OPERATIONS IN CANAL SECTOR BY COMPANY B, 105TH ENGINEERS

On August 18th, Company B relieved the 11th Field Company, R. E., at Field Farm. The nature of work taken over: concrete shelters, camouflage trench work and repairing of shelters and patrolling of pipe line.

The first platoon under Lieutenant Trescot took over the concrete shelters at Ambulance Farm and camouflage of roads and Narrow Gauge Railway. One concrete shelter was completed and one was turned over more than half completed. The greatest difficulty encountered with the concrete shelters was the reinforcement, which was one and one-half inch mesh. This mesh was too small for the gravel used in the concrete, therefore causing loss of time in pouring concrete. Lack of expanded metal also caused delay in work.

The camouflage was principally maintenance. This work was later turned over to the Second Battalion. New work taken up by the first platoon was a concrete shelter in Y. M. C. A. hut at H 24 a 8.1. Excavation for this shelter was completed. Work was held up, however, on account of lack of ma-

terial. Shelter proposed at H 23 c 9.1 was never started.

The second platoon under Master Engineer Blythe was attached to the fourth platoon under Lieutenant Dillard and took over the work on the green line. This work consisted of repairing and improving eleven shelters, and of repairing and improving trench. The repairing and improving of trench consisted of laying duck boards, revetting sides of trench and cleaning out and cutting of drains in trench. These two platoons later took over work on the Red and intermediate lines. This work consisted in filling in parapet and parados, and sandbagging fire bays, revetting trench and drainage of trenches. Several old Elephant shelters were repaired and put in habitable condition.

The third platoon under Lieutenant Marrian took over the Brown line. This work consisted of building parapet and parados, revetment, drainage, duck boarding, A-framing and sandbagging. In some places this trench was only traced and therefore called for much more work than was at first estimated. Some of this work was carried out at night, but most of it could be done in the day.

The work on the Red line was all night work.

One difficulty encountered during this work on the Canal Sector was the uncertainty of the Infantry working parties.

JOHN H. TRESCOT,
1st Lieut., 105th Engineers.

COMPANY C
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

September 20, 1918.

WORK ON CANAL SECTOR

Rear Brigade Headquarters: One detail worked on the shelter, placing sandbags and a course of bursters on the roof. The shelter consisted of four (4) elephant iron huts covered with concrete and sandbags, and then another shelter of I-beams and rails was built above this with an air space between the two. *See photograph* 41, *pictorial section.*

Left Brigade Headquarters: Elephant iron shelter covered with 1-foot reinforced concrete. This shelter was built inside an old Nisson hut to escape observation and was used as headquarters for 119th Infantry.

Right Brigade Headquarters: Elephant iron shelters covered with one-foot reinforced concrete. This shelter was built inside an old Nisson hut to escape observation and was used as headquarters for 119th Infantry.

Assam Farm: This was a reinforced concrete machine gun emplacement. It had three (3) M. G. locations in it. It was originally built in a barn, but the barn received a direct hit and was totally destroyed by fire; however, the emplacement was not damaged and was later completed.

Camouflage Patrol: One squad detailed to patrol the camouflage on roads from Kruisstraat to Inn Corner.

Demolition Patrol: Seven (7) men lived at Belgian Chateau and two men lived at Dolls House with orders to demolish nine (9) bridges when they received the proper order from Regimental Commander. The men at Dolls House were disturbed considerably by heavy shelling. One shell exploded in their shelter, but neither of the men were severely hurt and neither left his post until properly relieved. The shelter was completely demolished.

Belgian Battery Corner: Sandbag revetment placed against wall of advanced dressing station at Belgian Battery Corner; timber and rail props placed on corner of building. Bracing inside of operating room. *See photograph* 39, *pictorial section.*

Swan Chateau Wire Defense: Single apron placed on outside fence on triple line of cattle fence completely around building. Three (3) men slightly gassed by gas shelling.

Swan Chateau Dugouts: Pumping detail day and night trying to reclaim deep dugouts near the chateau. Water lowered be-

low the roof of dugout, 38 feet below ground.

G. H. Q. 1 Line: Work on G. H. Q. 1 line building up parapet and parados of trench with sandbag revetment. Worked two (2) platoons alternate days from 2:30 A. M. until 6:00 P. M., also 50 Infantry in daylight and 100 at night.

HENRY H. GEORGE, 3d,
Captain, Engineers.

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

September 15, 1918.

Following is report on the work of the Second Battalion, 105th Engineers, in the Canal Sector during period August 18th to September 3rd, inclusive. This battalion relieved the 35th Middlesex Pioneer Regiment, British, on August 17th and took over the following work:

Goldfish Chateau shelters, road and screen patrols, trench construction of intermediate trench, railroad construction and maintenance Foreways Company and launching of gas attack against the enemy.

(a) *GOLDFISH CHATEAU* (*see Plates XVIII, XIX and XX and photographs* 47 *and* 48, *pictorial section*) in which shelters were to be constructed was turned over to Company D, and when same was turned over the only work that had been done on same was sandbagging on the outside of building on the east, west and southern sides, which was practically completed. In the Chateau yards there were started two large corrugated iron shelters, which had only the frames put up. Work was then commenced on both the Chateau and the shelters in the yard. (*See Plate XXI.*) The basement of the Chateau was shored up and the first floor was strutted and braced by using iron rails and posts so as to carry sandbag protection. This enabled the basement to have six rooms as shelters. On the first floor of the building we placed three large corrugated iron shelters in three different rooms and sandbagged same so as to give shell-proof protection. The entrances to the shelters were so constructed and reinforced that each shelter had two openings to same and these entrances were so protected as to be shell-proof. We also sandbagged the first floor so same offered shell-proof protection to the cellar shelters. On the north side of the building, the wall was sandbagged to offer additional protection against shells. The two large corrugated iron shelters that had been started in the yard were finished by putting in necessary bracing and sandbagging the same to offer protectioin against shellfire. Two more of the same kind of shelters were started and completed in the yards. This gave us six shelters in the cellar, three shelters on the first floor of the building and four shelters in the yards, making a total of thirteen shelters, all in this job. All the shelters were made gas-proof by placing of gas frames in the doors and windows, and when turned over, the curtains had not been hung.

On this job we used 16,500 sandbags, made and placed 41 gas frames for windows and doors. The job was completed and turned over on August 30th, 1918.

(b) *ROAD PATROLS:* The following roads were patrolled (*shown on Plate I in double lines*): Route (a) Brandhoek—H 7 c 5.4—H 13 a 95.15—H 14 b 4.8—H 7 d 60.95 along Foreways track to G 18 a 55.90. Route (b) H 22 b 9.4—H 16 d 1.11—H 14 b 4.8 to "C" track—H 8 d 65.35 along "C" track to H 16 a 35.95—H 9 a 7.5—H 8 d 65.35—H 8 a 35.85—H 7 d 60.05. Route (c) H 12 a 3.4—H 18 d 95.60—H 30 a 9.4—H 18 c 95.00—H 16 d 1.1—H 16 a 9.4—H 11 c 70.95. These three roads were patrolled each day for the purpose of repairing shell holes and to remove any obstacles found in same that would interfere with traffic. Numerous shell holes were filled during the day, and at nights patrols were also sent out at different times to fill any other holes that may have been made by enemy shell-fire. The distance covered each day by road patrols was sixteen miles.

(c) *SCREEN PATROLS:* Screen patrols were sent out each day to repair screenings on the same roads that were covered by the

road patrols listed above. This screen patrol route was 18¼ miles, which was covered each day and all screens on these routes were repaired and kept in first class condition. We also erected 90 lineal yards of screening at H 23 a 8.9 and 100 yards at H 9 c 4.2.

(d) *INTERMEDIATE TRENCH:* Work on intermediate trench was done by Companies E and F from a point H 24 a 0.0 to H 22 d 7.1. This work was revetting, building up parados and parapet and drainage. On this job were employed also Infantry details, which worked under the supervision of the Engineers, Infantry being employed to the extent of 665 man-hours. Work done on this trench included 352 hurdles, 435 sandbags and building and completing 785 yards of parapet. Progress on this set of trenches was delayed on account of great amount of shell and gas fire and practically all the work was done at night.

(e) *RAILROAD MAINTENANCE AND CONSTRUCTION:* This work was done by the fourth platoon, Company E, which consisted of repairing broken links of railroad on the Foreways Section; also the running and maintenance of engines. The Loop—Pioneer Junction H—16 c 5.0 to Hitchins H 29 a 0.7 to Dawson H 23 b 5.1 was repaired, connected up and placed in first class condition for Foreways and light railway traffic. The Pocklington Loop from H 11 a 2.6 to H 11 c 6.8 was surfaced, relined and repaired and opened for traffic. The Loop—Ottawa—H 22 d 3.6—Hull—H 28 b 2.6—Vijverhoek H 29 a 8.2 which was in bad condition on account of heavy shell-fire, was the next to be repaired and on account of the great amount of work to be done, was not completed when we left the sector. On this loop we placed 42 sleepers, filled 3,430 cubic feet of earth, laid 98 sections of track and 60 single rails, lined 790 yards track and built one 12-foot trestle. Immediately after this amount of work had been done, same was again shelled by the enemy and a good part of the work torn up. Near Pocklington, between the point H 11 c 1.6 and H 11 c 5.8, we took up 700 feet of track and near Pioneer Junction H 22 a 7.10 we repaired 100 yards of track which had been destroyed by shell-fire. Besides opening up these loops and keeping the track in condition for traffic, we also furnished eight men, for driving tractors, to the Foreways Company, which enabled the division to have ample service forward in carrying supplies and materials by the Foreways system. Part of these drivers were used at times in keeping the tractors in running condition.

(f) *PIGMENT FARM* (at H 13 d 3.6): This job was the erection of a pyramid shelter in an old barn and which was about 50 per cent completed when the sector was taken over by our division. The work necessary to complete this job was the placing on top of shelter sufficient dirt and burster course to make same shell-proof. This work was done by members of Company E, with the employment of Infantry. Sufficient dirt was placed on top and a twelve-inch bursting course was then constructed on top of the earth to make same shell-proof; also constructing in the entrance a gas door framing. This work was completed and turned over on August 30th, 1918. The work was interrupted often by shell-fire.

(g) *KNOLLYS FARM* (*see Plates XII, XIII, XIV and XV*) H 7 c 75.00: This job was the construction of a brigade headquarters in an old barn and which was about 80 per cent completed when taken over by us, much of it having been done by details from the regiment during the training period, July 10th to August 16th. The work to complete the same was the building of retaining wall on the east and west sides of the building, placing sufficient dirt between this wall and shelter wall to make same shell-proof, placing a bursting course of rubble on top of the shelter, and building a splinter-proof entrance with sandbags to the two entrances leading into the shelter; also erecting two gas door frames and whitewashing shelters on the inside. This work was done by Company E, with the aid of Infantry, and was completed and turned over on August 30th, 1918.

(h) *SQUARE KEEP* H 17 a 1.9: This job

consisted of making a strong point at this place which was partly completed when taken over by our division. This work was not allotted to this battalion, but as we did not have sufficient work to keep the companies busy we took it on. On this job we filled and placed 2,677 sandbags on the parapet. This work was done by members of Company F and the unfinished portion was turned over to the First Battalion on August 24th, 1918.

(i) *BELGIAN CHATEAU* (*see photograph* 44, *pictorial section*) H 23 b 4.7: This work was the strengthening of a shelter in the Belgian Chateau, which had been damaged by shell-fire. This job was not turned over to us, but as the work had to be done and we had not enough work at other places, we took on this job and completed same by the placing of rubble in sandbags, which was completed and turned over by Company F on August 22nd, 1918.

(j) *VLAMERTINGHE LINE:* This work was turned over to Companies E and F by the First Battalion on August 24th and consisted of drainage and construction of the Vlamertinghe Switch Lines between the northern and southern division boundaries. Between the point H 13 c 8.2 and H 19 a 3.9 Company E furnished three men to supervise the working of the Infantrymen. Between these points the Infantry worked 2,124 manhours and constructed and completed 248 yards of trench, 70 yards parados, and repaired the duck boards in this sector. A good deal of this work by the Infantry was delayed on account of shell-fire. On the switch, the work done by members of Company F was the drainage of the trenches and the completion and repairing of type "C" shelters (*see Plate X*) in the support line. We completed 16 shelters, dug 223 yards of drainage, opened 416 yards of drainage, built and placed 68 feet of box drain, took up and repaired 407 duck boards, revetted 135 yards of parados, constructed 40 yards of parados and 60 yards of parapet. Company F also worked on strong point at Moose Jaw, H 8 d 5.2, and built 305 yards of wire entanglement and revetted 103 yards of parapet. This work was not completed when the same was turned over to the British on being relieved.

(k) *BRANDHOEK LINE:* This work was building and completing the Brandhoek trenches in divisional sector and was carried on by Company E in the area between Brandhoek and Line Farm, G 18 b 5.5. We filled and placed 2,040 sandbags, 106 duck boards, 203 "A" frames, 111 brush hurdles and 1,083 sheets of iron revetment; also completed 170 yards of parapet and constructed and completed six type "C" shelters. (*See Plate X.*) Practically all material used in this sector was salvaged in the forward area by the salvaging detail from this battalion. The work on this section of the trenches was 75 per cent completed when turned over by us to the British.

(l) *KRUISSTRAAT,* H 18 d 60.35: This job consisted in cutting aperture in artillery observation posts at this point, which was done by members of Company F. This work was completed on August 27th, 1918.

(m) *SALVAGING:* This work consisted of salvaging of material in the forward area that would be useful in engineering work. The same was done by one platoon of Company F. A large quantity of shovels, mauls, picks, iron, pumps, and iron sheets was salvaged, the value of which is unknown. This work was carried on from August 26th until September 1st and a large part of the material salvaged was used in the construction of the Brandhoek trenches. The balance of the material was turned in to the Brandhoek dump. (*See partial list of material salvaged attached.*)

(n) *WATER TANKS:* This work consisted of placing water tanks at various places in the forward area by members of Company D, for the water supply of the troops in that area, these tanks to be filled each night by tank cars of the Foreways Section of Light Railways. We placed two tanks, 400-gallon capacity, at Dolls House, I 19 b 2.2; one tank, 200-gallon capacity, at Brisbane Dump, H 24 b 00.65; one tank, 200-gallon capacity, at Square Keep, H 10 d 95.45; one tank and two

barrels, 500-gallon capacity, at G 11 a 7.8; one tank and two barrels, 500-gallon capacity, at G 12 a 7.2. These tanks were completed and turned over for use on August 31st, 1918.

(o) *ROAD SIGNS:* Numerous road signs were placed and put in position in the forward area by members of Company D.

(p) *GAS ATTACK.*—This was turned over to this battalion by the British and consisted of pushing into place nine trains of seven cars each of gas cylinders. These trains contained 2,500 gas cylinders, total weight of 120 tons of gas. Company F furnished one platoon for this work and the 120th Infantry furnished 300 men. The work was done under the command of Lieutenant Murphey, who had charge of both the Engineers and Infantry. This operation was carried out successfully on the morning of August 27th. (*See copy of report on gas attack August 30th, 1918.*)

(q) *ENGINEERING WORK DURING ADVANCE:* This work was carried on by Companies E and F. During the advance Company E was attached to the 119th Infantry and Company F attached to the 120th Infantry Headquarters. Work during the advance was carried out successfully, and materials for the consolidation of trenches were furnished from this battalion and sent forward by Foreways Railway. During this period of consolidation we furnished the Infantry with sufficient barbed and plain concertina wire to wire the entire frontage of the new position; also sandbags to build protection during the consolidation. (*For full report of this operation, see the attached reports of Companies E and F, August 31st to September 3rd, inclusive.*)

(r) *SPECIAL WORK:* During the period we also made up concertina wire and made up one-man packages of barbed wire on the Brandhoek Dump so as to be able to forward same to the front lines in case of emergencies. We also erected test station for the Signal Battalion at Halifax Keep, which was completed in two days; one was turned over to the Signal Corps August 27th. We also furnished engineer officers for duty with the British artillery and had two artillery observation posts selected to begin work on same when we were relieved in the sector. We also arranged for the trying out of the Mono-Rail system, which was not completed at the time we were relieved. We also pushed the system of water supply in the forward area, as nothing had been done on same to supply troops in this location with water by tank system. This water supply proved to be a great convenience to all the troops in the forward area.

NOTE: The jobs listed under paragraphs a, b, c, d, e and p were turned over to this battalion by the 35th Middlesex Pioneer Regiment, British, when we took over the sector from them.

The jobs f, g, h, i, l, m, n, o, q and r were taken on by this battalion as work uncompleted in the divisional sector after same had been turned over. This work was found necessary after investigation of the different jobs and therefore was carried out by this battalion. The jobs under paragraphs j and k were turned over to this battalion by the 1st Battalion on August 24th, 1918.

GEORGE L. LYERLY,
Major, Engineers, U. S. A.

MATERIAL SALVAGED BY SECOND BATTALION 105TH ENGINEERS

No. 8 wire	12 rolls
No. 12 wire	12 rolls
No. 14 wire	33 rolls
Barbed wire	475 yards
Net wire	90 rolls
Trench wire	214 sheets
Smooth wire	13 coils
Mauls	7
Picks	93
Shovels	248
Crowbars	2
Wire cutters	1
Trowels	1
Axes	2
Rifle	1
Wheelbarrows	10
Step ladder	1
Horseshoes	25
Lead pipe	18 feet
Trench pumps	2
Suction hose	20 feet
Lumber	2000 feet

Rubber roofing	2 rolls
Water tanks	11
Rails, light	5
Corrugated iron	1569 sheets
Constructual steel	14 pieces
Trough iron	3 pieces
Pickets	156
Curved iron	10 pieces
Angle iron	15 pieces
Elephant iron	26 pieces
Hurdles	20
Wood	3 cars

Six one-ton truck loads engineer material.

The above list of tools and material was salvaged by platoons of the Second Battalion, 105th Engineers, from August 25th to September 1st, 1918.

HEADQUARTERS
COMPANY E, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES
FRANCE

September 3rd, 1918.

MEMORANDUM TO MAJOR LYERLY, COMMANDING SECOND BATTALION, 105TH ENGINEERS

1. Following is report on work of Company E, attached to the 119th Infantry for duty during period August 31st-September 3rd, inclusive:

August 31st—5:00 P. M.—Reported to Colonel Metz, commanding 119th Infantry, at Assam Farm, H 22 a 2.6.

Colonel Metz referred me to operations officer, whom he said would give me instructions. This officer showed me on the map the line the 119th were trying to take as an objective and stated he did not know whether they had obtained it or not, and therefore he had no special work for the Engineers at that time.

I returned to Brandhoek Camp and made arrangements for Company E to move forward on order and then returned with runners to 119th Infantry Headquarters. I remained with the operations officer until 2:00 A. M. September 1st, when all was reported quiet and the 119th occupying their first objective.

At 5:00 A. M. I was up and learned that the left battalion had retired to their original position. They were sent out to reoccupy their first objective.

Company E was moved up to Assam Farm just after noon of September 1st. As shelter could only be found for three platoons, the fourth platoon under Lieutenant McDonald was sent back to Brandhoek. In the morning I had visited the headquarters of the right and left battalions of the 119th Infantry and made satisfactory arrangements to send a lieutenant with runners to each and keep the men in reserve at Regimental Headquarters.

At 5:30 P. M., September 1st, Colonel Metz informed me that he had received orders to dig in, wire, and hold the line he then occupied and asked me to see what I could do about wire.

I decided that the best thing to do for quick obstacle was to throw out some "concertinas" and immediately got in touch with you by messenger and 'phone. At 9:00 P. M. we had delivered to their ration dump at White House sufficient concertinas together with staples and pickets for about 1,200 yards of front. They were occupying approximately 2,000 yards.

The three platoons I had were put to work making more concertinas and by 11:30 P. M. sufficient concertinas had been sent forward to complete one belt (single) of this form of obstacle for the entire front. The platoons were continued at this work, expecting to make sufficient for a triple belt of this wire as one belt in front of line.

Arrangements had been agreed upon that the infantry would have carrying parties at White House to carry this wire forward and it was assumed the infantry would erect it.

At 10:40 P. M. a message was received that the carrying parties (32 from each battalion) were at White House and the wire was there, but no engineers had appeared. Colonel Metz asked if I could not send men up to put up this wire and I replied in the negative, stating that I did not have enough men and that I did not think it would work to send men who did not know the terrain. However,

we agreed that engineers would be sent to White House where they would instruct the infantry, as Colonel Metz had said the infantry did not know how to put up the wire.

At 11:00 P. M. four N. C. O.'s and one private were sent to White House.

At about 12:10 A. M., September 2nd, word was again received that no engineers had appeared. About 12:20 A. M. the four N. C. O.'s and one private returned as they had not found the working parties at White House. A guide was furnished from Regimental Headquarters, 119th Infantry, and these N. C. O.'s were sent back to White House. No infantry parties were found on this trip either and the party returned with the guide.

The three platoons worked on concertinas until 1:00 A. M., when they went to their shelters.

About noon, September 2nd, the right battalion sent a request for some engineers to come forward to clean out some dugouts. Lieut. Warfield with the first platoon was sent to the right battalion. Lieut. Williams was sent to the left battalion.

Lieut. Warfield with one squad cleaned out three concrete and one iron shelter in front of front line.

At night, Lieut. Warfield sent out two wiring parties to meet details from G and E Companies of the infantry. None showed up from G Company. E Company furnished a detail and they put up about 250 yards of concertinas. No carrying party worked, although it had been asked for, and no more wire was to be had.

Lieut. Williams sent out two parties, one of 52 Infantry and one Engineer Sergeant to consolidate trenches and one party of four Infantry N. C. O.'s and twelve men under one Engineer Sergeant to put up wire.

On account of heavy shelling, the consolidating party failed to arrive at their destination.

The wiring party arrived at the front line with six concertinas, but while the Engineer N. C. O. went to report to the Infantry officer in charge, the working party under an Infantry Sergeant withdrew and could not be found again.

On Tuesday, September 3rd, Lieut. Warfield had one party of one sergeant, two corporals and 16 men of his platoon repair trenches on G. H. Q. 2 trench. A working party from the Infantry was requested for this work, but none was furnished. In afternoon one Sergeant, one Corporal and two privates from Engineers went to dugout near G Company Headquarters and cleaned out dugout, removing one trap.

In afternoon at request of Major Norris, M. R. C., a detail of one squad was sent to advanced dressing station between G. H. Q. No. 1 and No. 2 lines to repair direct hits registered the night before. This detail completed its work about 11:00 P. M.

The company was relieved by Colonel Metz at 3:00 P. M., September 3rd, 1918.

WILLARD P. SULLIVAN,
Captain, Company E.

HEADQUARTERS
COMPANY F, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

MEMORANDUM TO COMMANDING OFFICER 2ND BATTALION

1. Following is a brief report of the work of Company F in connection with the advance of the 120th Infantry in the Canal Sector, August 31st-September 3rd, inclusive.

2. On the afternoon of August 31st I accompanied Major Lyerly to the headquarters of the 120th Infantry to discuss with them means of Engineer coöperation in the expected advance, and on the evening of that day took up quarters at those headquarters so as to be in close liaison.

3. On the night of 31st-1st the 120th Infantry retired to its original line of occupation so that no work was required of the Engineers. It was considered advisable, however, to prepare the company for immediate active coöperation on that night in case of necessity. Rations were therefore issued for one

day and tools issued in readiness for a quick move.

4. On the morning of the 1st, it was determined by the Infantry to push forward and take Langkof Farm. The 2nd platoon was ordered forward to report to the C. O. right battalion to be prepared to consolidate the position. This platoon reported at 12:15 P. M., with full equipment ready for duty. Tools were also carried forward for Infantry working parties. At 7:30 P. M. it was found that the position had been occupied and the Engineer detachment was ordered forward. Although working parties were promised, none was forthcoming and the Engineer detachment worked alone on trench construction, excavating about 70 yards of trench from I 32 a 8.8 to I 32 a 90.85. About 10:30 an Infantry working party of one platoon appeared and was used as a carrying party to take out wire from Brisbane Dump to the work. No wire was put up.

5. No work was performed by the Engineers during the day of the 2nd because of the exposed position.

6. Orders were issued to the Infantry on the 2nd to occupy the old outpost line and Langkof Farm, inclusive, extending from I 32 a 6.7 to I 21 d 1.5, as a new line of resistance and to push out 200 to 300 yards and establish a new outpost line. The Infantry desired the Engineers to dig and wire the outpost line, but this was refused and it was explained to them that this was purely Infantry work. They accepted this point of view and made preparations to carry it out themselves. They requested, however, that the Engineers consolidate the new resistance line in front of Langkof Farm. This was agreed to and an Infantry company was detailed from the Reserve Battalion as a working party. This party reported at Brisbane Dump with our guides at 9:30 P. M., on the night of 2nd-3rd and in company with F-2 moved forward to take up the work. The Infantry dispositions included three companies in the line, two being those of the left battalion, and one of the right battalion occupying the Langkof Farm sector. Upon the arrival of the detachment, it was found that the Langkof Farm front was only lightly held and that no outpost had been pushed forward. It was obviously unwise to proceed with the consolidation without at least a covering party and after waiting until 11:30 A. M. for an adjustment of the situation, the working party was dismissed. The company commander occupying the sector requested the detachment to go forward, locate, excavate and wire in his outposts, but this, of course, was refused. According to report, the two company commanders of the left battalion located and consolidated their outposts as directed.

7. It is obvious that the Infantry officers are not informed as to the duties of Engineer troops, and it is urgently recommended that a divisional memoranda be issued explaining the proper functions of such troops.

THEODORE E. SEELYE,
Captain, Engineers, U. S. A.

REPORT ON CLEARING DUGOUTS IN VOORMEZEELE

SECRET

Reported to Lieut. Johnson (British) with twenty-five men on the evening of August 31, 1918.

On the morning of Sept. 1st, 1918, party consisting of Lieut. Johnson, 2 British N. C. O.'s, 2 American N. C. O.'s and myself entered Voormezeele, and inspected all dugouts.

One concrete shelter at I 31 c 3.7 was found to be in good condition, and on careful inspection was found to have charges of explosive placed over doorways. This shelter consists of three rooms, and was built by English before the town was taken by Germans. All doors facing our lines had been closed with concrete blocks and charges of perdite had been placed under blocks. The north room of this shelter was found to have charges connected with door sill of east door.

The center room had a charge over both east and west doors. The charge over west door was placed in concrete over the door with wires leading from charge at east door. This charge could not be removed without

tearing down part of wall, so was left after cutting all wires and fuses as short as possible. The charges in this shelter varied from eight to one hundred pounds and were placed on platforms over doorways.

Charges were found, also, in shelters at I 31 c 25.90. This charge was the largest, consisting of eighty-two blocks of perdite, and two canisters containing, presumably, the same explosive. Total amount about two hundred and fifty pounds.

Detonators seemed to be about the same as our No. 8 cap.

All charges were connected with electric wires and time fuse.

All explosive was removed, except that buried in concrete.

On the morning of Sept. 2nd I took six men and inspected all dugouts along railroad east of Voormezeele. Nothing dangerous was found.

All indications pointed to a hurried evacuation, as only one charge was found with detonators inserted.

JOHN H. TRESCOT,
1st Lieutenant, 105th Engineers.

REPORT OF EXAMINATION OF PILL BOXES ON LANGKOF FARM ON MORNING OF SEPTEMBER 2ND, 1918

The strong point taken by Americans on Langkof Farm consisted of seven reinforced concrete pill boxes built in the ruins of a moated chateau. Map reference I 32 a 9.9. This point was about 50 yards in rear of the advanced front line. Instructions were issued to troops to remain away from these concrete shelters until examination could be made.

These pill boxes were formerly built by the British and taken by the Germans in their advance later. Apparently only three of the shelters, those with entrances facing in a direction parallel to the lines, had been used by the Boche. The others had entrances facing the Allied lines and were exposed to fire from this side. These were just as the British had left them and no attempt had been made to place hidden explosives in them.

Upon examination, two of the three shelters which the Boche had been using were found to be planted with explosives which were intended to be set off by any one entering the shelters. The manner of arrangement of the charges was almost identical in both cases.

The doors opened inwardly and had been left ajar about six inches and fastened with a string to the door facing to prevent opening further. Then sandbags were piled about three feet high against them on the outside so that when the string was unfastened the weight of the bags would push the door open. To the top of the door was fastened a string leading to the pin of a striker just above the door entrance. From the striker an instantaneous fuse led to a detonator placed in the top of one box of the charge which consisted of three forty-pound boxes of perdite in the corner behind the door. The opening of the door was intended to pull the pin from the striker, allowing it to fall and produce a spark to light the instantaneous fuse which would then explode the detonators and set off the charge.

The examination of the shelters was very carefully made and no object was touched until it was evident that it was not connected with a hidden charge. Any wires found were very carefully traced out to their ends. Planks from the floors were removed in order to detect any trap which might be placed there. In the two cases above described the sandbags were first carefully removed and then the string above the door and the fuse leading from the strikers were found and cut before the door was opened. The detonator was then taken from the charge and the explosive carried outside.

The shelters had been very little damaged by shell fire although apparently no shell larger than a six inch had made a direct hit upon any of them. One wall only a foot thick

facing the Allied lines had successfully resisted a direct hit from a small caliber shell.

BASCOM L. FIELD,
1st Lieut., 105th Engineers.

SECRET

30TH AMERICAN DIVISION ORDER
No. 1

August 21, 1918.

1. A "Gas Cloud" Attack will be carried out on the front of the 30th American Division on the night 24-25 August, or on the first subsequent night when weather conditions are favorable, viz.:

Wind velocity—NOT less than FOUR miles an hour.

Wind direction—Between NORTH and WEST.

2. The discharge will be from cylinders contained in trucks on the railway between I 26 b 25.85 and I 21 c 00.40.

The discharge will be operated by means of electrical fittings and detonators.

3. Details of movement up to and from the Discharge Point are shown in Appendix "A."

4. The following Code messages will be sent from Divisional Headquarters to all directly concerned in the operation:

(a) At 10 A. M.—"DOG"—Meaning "Conditions favorable, discharge will PROBABLY take place to-night."

(b) At 10 A. M.—"CAT"—Meaning "Conditions unfavorable, discharge will NOT take place to-night."

(c) At 10 A. M.—"PIG"—Meaning "Conditions unfavorable; discharge will PROBABLY NOT take place to-night."

(d) At 4 P. M.—"RUM"—Meaning "Weather conditions favorable, discharge WILL TAKE PLACE to-night. Take action as laid down in 30th Am. Division order No. 1."

(e) At 4 P. M.—"WATER"—Meaning "Weather conditions unfavorable; discharge WILL NOT take place to-night."

(f) At 10 P. M. "BAGS"—Meaning "Weather conditions have become unfavorable; discharge WILL NOT take place—LINE TO BE REOCCUPIED FORTHWITH."

Messages (a), (b), (c), (d) and (e) will be sent from 30th American Divisional Headquarters, and will be based on reports received direct from Major Beresford, M. C., O. C., Special Companies R. E., Second Army.

Message (f) will be sent if the weather conditions have changed, and on the advice of Major Beresford and a meteorological expert, both at 30th American Divisional Headquarters.

Should it be necessary to send message (f), and communication by all other means is cut off from Woodcote House, the message (f) will be conveyed to Captain Geake by the firing of two clusters of three gold and silver rain rockets from Left Infantry Regimental Headquarters. This signal will be repeated from Belgian Chateau, and the Left Infantry Regiment O. P. on the Ramparts of Ypres, I 14 b 1.9.

5. The Left Regiment in the Canal Sector will arrange to withdraw troops from Posts in the front line from the Ypres—Wytschaete road (inclusive) to the Northern Divisional Boundary, to positions North and West of a line I 26 a 5.3. I 20 d 6.4. I 21 c 0.8. The withdrawal, once decided upon, must be completed by 11 P. M., and reported without delay.

6. (a) A Staff Officer of the Left Infantry Regiment will meet and report in writing to Captain Geake, O. C. "P" Special Company, R. E., at Woodcote House, when the outpost line has been withdrawn.

(b) C. O., Left Infantry Regiment will leave a covering party out to cover the operation of:

(1) Getting the trucks into their final position at the point of discharge, between I 26 b 25.85 and I 21 c 00.40 the point of discharge, between I 26 b 25.85 and I 21 c 00.40. and

(2) The final preparation for the discharge of Gas.

Captain Geake will inform the Staff Officer of the Left Infantry Regiment when the covering party may be withdrawn. This Staff Officer will report to Captain Geake when this withdrawal has been completed. After this report has been received, the discharge will take place.

7. Captain Geake will advise the Left Regiment as to which posts can be reoccupied after the discharge has been completed.

No posts over which the cloud has passed can be reoccupied within six hours of the discharge.

8. In the forward posts, all ammunition, grenades or other metal stores which would be corroded by the gas discharge, will be covered over with earth to a depth of at least six inches.

9. Action taken by Captain Geake "P" Special Company R. E., on the night of discharge, will be as follows:

(a) His headquarters will be at Woodcote House, I 20 c 5.2.

(b) On receipt of the message mentioned in Par. 6a, and on the arrival of the first train he will inform the Left Regiment and 30th American Division Headquarters the approximate time of the discharge.

(c) He will report to the Left Regiment and 30th American Division Headquarters when the discharge is completed.

10. The C. O., Left Regiment, will report to Divisional Headquarters if he considers that the tactical situation does not permit of a withdrawal.

11. The II British Corps has been asked to arrange, if possible, for the coöperation of low flying aeroplanes between 10:45 P. M. and 1 A. M. in order to drown the noise of the trucks and tractors.

12. G. O. C., 33rd Divisional Artillery, will arrange for:

(a) Harassing fire at normal rates up to and including time of discharge.

(b) After the discharge, an increase of harassing fire on the enemy's communications.

(c) Heavy Artillery Coöperation, to engage targets beyond the range of Field Artillery.

13. The reoccupation of the front line posts will be carried out under the orders of the Left Regiment, who will report completion to 30th American Division Headquarters.

14. 33rd British Divisional Artillery will arrange to cover the new line until the reoccupation is complete.

15. The Division Signal Officer, 30th American Division, will arrange to establish direct communication by Fullerphone from Woodcote House to Left Regimental Headquarters.

16. No reference is to be made to this operation on the telephone and it is ONLY to be communicated to those whom it directly concerns.

17. Please acknowledge.

By command of Major General Lewis:

JOHN K. HERR,
Lieut. Colonel, N. A.,
Acting Chief of Staff.

Copies to:

1. 33rd Div. Arty.
2. 60th Inf. Brigade.
3. 119th Inf. Regiment.
4. 120th Inf. Regt.
5. 105th Engineers.
6. II Corps "G" (British).
7. II Corps H. A. (British).
8. "P" Special Company R. E.

9. S. L. R., 2nd Army (British).
10. Asst. Director Light Railways.
11. Corps Light Railways Officer.
12. 27th American Division.
13. 34th British Division.
14. 30th Div. Gas Officer.
15. 43rd British Bde., R. G. A.
16. 33rd British Div. "Q."
17. 33rd British Div. Eng.
18. II American Corps.

APPENDIX "A," ORDER No. 1

Method of Conveyance:

1. 2,520 cylinders will be conveyed from Brandhoek Yard to Trois Rois Spur by Light Railway—*Composition*—9 trains of 7 trucks (3-ton).

In addition, Light Railway transport for the conveyance of personnel of Engineers and Infantry to Trois Rois Spur, will be provided under arrangements to be made direct between O. C., 105th Engineers, and II Corps Light Railway Officer. II Corps Light Railway Officer will be responsible for the provision of all trucks required for the operation.

Route:

2. Brandhoek Yard—Pioneer Junction (H 16 c 6.1.)—Frankton (H 17 d 1.7.)—Brisbane (H 24 a 7.6)—Cartridge (I 19 a 8.)—Trois Rois Spur (I 20 a 6.3)—with a reverse at Toronto and Hegel.

Maintenance of Line:

3. Light Railways assume responsibility, maintenance and delivery up to discharge point.

Exchange Point:

4. From the Exchange Point to the furthest point on the Discharge position (about I 21 c 00.40) the trains will be pushed by Infantry with Engineer parties to be supplied by:

105th Regiment Engineers	50
120th Infantry	400

5. After discharge, trains will be pushed back to Trois Rois Spur, and the Engineer and Infantry parties will not be free to withdraw until the tractor has withdrawn the train or trains.

On the return journey Engineer and Infantry parties will keep to the windward side of the trucks. To enable this to be carried out, ropes will be fixed to the sides of the trucks by "P" Special Company, R. E.

6. Practice in pushing and pulling trucks will be carried out by 105th Engineers and C. O. "P" Special Company R. E.

Traffic:

7. There will be no Foreway Traffic on the night of discharge in advance of Brandhoek after 8:30 P. M.

8.

Locality	Table of Timings	Remarks
1. Brandhoek Yd.	First train departs 8:45 P.M.	5 minutes' interval between trains
2. Trois Rois Spur	Last train arrives 10:45 P.M.	Under very favorable conditions these timings might be one hour earlier
3. Discharge position	Trucks in position 11:30 P.M.	
4. Discharge	Discharge completed	They are only approximate and allow a margin for accidents

Time Limit:

9. THE LATEST HOUR for gas discharge is 3 A. M.

THE LATEST HOUR at which the last train can leave TROIS ROIS SPUR without being observed is 4 A. M.

Brassards:

10. Personnel of No. 4 Foreway Co. R. E. will wear a white arm band on the left arm.

Captain GEAKE will wear a white cover over his steel helmet.

SECRET *CODES*

Message	Code
All trains have reached point of discharge	Rations arrived

Message	Code
Discharge will take place at——— (time)	Rations will be issued at (signal clock code time)
Discharge completed	Rations issued
Last train has left TROIS ROIS on return journey	All clear
Trains delayed by break in line at (place) for (time)	Rations delayed at (name of nearest railway station or siding) for (time)
Trains stopped by break in line at (place) which it will not be possible to repair in time for discharge	Rations broken down at (name of nearest light, railway station or siding)
All outposts have been re-occupied	As you were
Post numbers ——— Right (or Left) Battalion have been re-occupied	Right or left numbers 1, 2, 3, etc., as you were

Messages to be delivered to:

O. C., "P" Special Co., R. E., will be addressed—GEAKE

Adjutant, 120th Infantry Regiment will be addressed—HARRIES

Woodcote House will be addressed—CARTRIDGE

August 30, 1918.

REPORT ON INVESTIGATION OF GAS CASUALTIES

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Lieutenant Murphey, 105th Engineers, was in direct charge of the pushing parties, and saw that each crew was ready to take charge of its train, and that it was pushed into position. There were nine trains, and when lined up in position, a space of about a train's length was left between the sixth and seventh trains. This space, which was near a water tank and dugout, was occupied by Captain Geake and other British Officers, and Lieutenant Murphey.

Statement of Lieutenant Murphey:

"In the movement of the trains to their positions for the discharge of the gas tanks, the Engineer troops took out the first train, and pushed it into position, which was on the extreme left of the line. The other trains followed immediately, one after the other, and all were pushed into position, without noise, by 11:30 P. M.

"British officers took charge of the trains as they were shoved into position and gave directions to the men in regard to what position they were to take and what they were to do.

"The gas was discharged at 2:25 A. M. (I looked at my watch at that time). The wind was north of west, with, I should judge, a velocity of four to five miles, and blowing steadily. I did not observe any appreciable change in wind, except somewhat later it began to increase. About three minutes after the gas began to be discharged it was noticed that this gas was working back under the train. Captain Geake and all officers in that party noticed it. It probably first started to come under the train at the left end. There was no alarm given for the group of officers, but the British officers stationed along the line trains passed the word down for the men to get back. The gas moved slowly back from the train at the upper end, for a distance of at least 75 yards, but all the officers and men in that section were able to keep free from the gas.

"All respirators were worn by the men, as far as I know, at the time the men were overtaken by the gas.

"After the discharge was over, Captain Geake stated that the 'Backlash' was considerable. No mention had been made of this before, and none of us had any idea that we might expect anything of the sort, and therefore had made no provisions whatever in advance to meet it.

"The portion of the ground immediately back of the first train, and which was occupied by the Engineers, was the roughest portion of the area, and back a hundred to a hundred and fifty yards from the train there were lines of barb wire entanglements which interfered with the Engineers getting back quickly at the time of the 'Backlash.'

"When Sergeant Hinson reported that some of the men were missing, I kept the detail back after the train had been pushed

up to the engine, and we took care of our sick, getting them to the hospital as rapidly as possible, and searched for the two missing ones."

Statement of Sergeant First Class Hinson, 105th Engineers:

"After the train had been pushed into position, the British officer instructed us to retire back of the train a distance of 50 yards, to get in shell holes so as to be protected, and to put on the masks when runner should tell them to come back to the train. We went back over sixty yards, and were at least 30 yards back of the British officer and assistants, who had charge of setting off the gas. We got into three shell holes that were right close together and stayed in these shell holes until the British were ready to fire the gas cylinders.

"The signal given was 'Get ready.' All our men were awake and standing up, and when told to move back, we moved back to a distance of 125 to 150 yards from the train. The British also moved back. We crossed an old apron wire entanglement near a tree, and used the tree to assist us in crossing the wire. I went back to be sure that all my men had come back, and met the British coming up. At this time we looked back and could see that the gas was coming towards us, and all then started to get back farther. We came across another wire entanglement that some of our men started to climb over. I told them I would look for a gap, and finally found one and led the men through, and then went back and began to get the others and lead them through. Some of the men climbed entirely over the entanglements. One, Private Lee, evidently tripped on the ground wire, and fell over into the entanglements, which cut his mask and face, and tore his mask off. He was dead before we could get him out. Just as the last men were coming through the gap the German machine guns opened fire, and the men either dropped flat on the ground or jumped into the trench with the outposts. We could hear the bullets whistling over us. Immediately some one called that the gas was coming into the trench, and for everybody to get out. I had dropped flat on the ground and got up and called my men to follow me, and led them to a point near the railroad, when I found 12 were missing. I left the detail with Corporal and went back to look for the others, and found nine near the trench. At this time the air was clear, and all gas was absent. All these nine men had been gassed more or less, two being in bad shape. I went through the gap, and found Lee on the wire dead. We hunted for the other two that night but could not find them. I have been out on patrols with Lieutenant Murphey and some of the men, and we have scoured the area, but have not been able to locate them."

From the above, it would seem to me that the heavy gas was forced back earlier and faster at the left end of the trains than at the right end; that the troops at this end had harder ground to get over than the others, and that the Engineers particularly encountered barb wire entanglements that severely handicapped them in moving back away from the gas. If it had not been for the wire entanglements, the Engineers could easily have escaped the gas. Many of them were in the gas, some of them having to feel their way to get beyond it, but were not injured. It also looks as though the men who were severely gassed must have stumbled and fallen so that their heads were in the dense part of the cloud, and thus there was no air to be filtered through the canister, and the pressure and suction pulled the gas through.

As we had no intimation of a "Backlash", we were not expecting anything of the sort; we, of course, made no provisions for any such emergency. In fact, it was not expected that the troops would have to move back more than 50 to 75 yards from the train, while, in fact, the Engineers were back over 150 yards when they were gassed.

(Signed) Joseph Hyde Pratt,
Lieut. Colonel Engineers U. S. A.

The Regiment was relieved on September 3rd by the R. E.'s and Pioneers of the 35th British Division which took over the Canal Sector.

In making this transfer and turn over, the commanding officer of the 105th Engineers turned over the following notes on work done, work in hand, and work contemplated. With these turning over notes was a very complete set of maps, all tracings, tinted and bound together in book form so that the different phases shown by the tracings could be combined, one sheet with the other. The C. R. E. receiving these stated that they were the most complete set of turning over notes he had ever seen. No blue prints were made from these tracings and therefore no copies are available.

SECRET

HANDING OVER NOTES

Division Engineer 30th (American) Division to C. R. E. 35th (British) Division

Map references:
Sheet 28 N. W.
Sheet 27 N. W.

The forward boundaries of the Divisional area are roughly as follows:

North.—Railway Line, I.21.d.0.5. to I.14.c.0.0., along WARRINGTON ROAD, thence to MIMICO Light Railway Siding and SHRAPNEL CROSSING, and along main Railway Line.

South.—ELZENWALLE, H.36.c.9.5., along Railway to H.29.c.40.65., along East bank of VIJBERBEEK to H.29.a.4.3., thence to H.20.b.0.1., etc.

TRENCH SYSTEMS

(1) *Outpost Line.*

This consists of a row of isolated posts which cannot be approached by daylight, and until the present advance, August 31st-September 1st, these outposts extended approximately from I21d0.5 via GUNNERS LODGE (I26d95.95), HAZEBURY FARM, IRON BRIDGE (I26c36), VIMY I25d31, H30d95.0, H36b6.3, H36c9.5. In support of these outposts were two posts in I 20 d, and defended localities at WOODCOTE HOUSE and BEDFORD HOUSE.

The advance has changed this outpost line from GUNNERS LODGE Southwest. Northwest of this point outpost line remains the same (September 2nd, 1918). To the Southwest of this point the outpost line is in front of the new front line referred to below, and consists at the present time of isolated posts such as could be occupied in connection with the advance.

(2) *Front Line.*

At present this is known as G. H. Q. 1, which extends from I20a1.8 near I19d6.4, I25a2.45, H36b98.90 to H36c9.5. The Northern portion of this line is in much better condition than the Southern. Excavation of the trench is complete from I20a1.8 to I25a20.45. From this point to the Southern end of the trench excavation is about 75% complete.

The exact conditions of the different portions of this line are given in tabulated report on trenches of the Canal Sector.

There are three lines of apron fence wire entanglements across nearly the whole front of G. H. Q. 1.

Various shelters have been made along the line, but they are only splinter proof.

(2a) *New Front Line.*

A new line is being consolidated, extending from VOORMEZEELE, Lock No. 8, LANGKOF FARM to GUNNERS LODGE, where it merges with the present outpost line. Strong points will be constructed at the points just mentioned. Outposts are in advance of this line.

(3) *Support Line.*

The Support Line, known as G.H.Q.2 of the old front line, extends from H36a1.8 to

KRUISSTRAAT, but is not continuous. Portions of the line are in good order. Its condition is given in report on lines of the Canal Sector. With the consolidation of the new front line, G.H.Q.1 would become the Support Line for this new Front Line.

(4) *Reserve Line.*

A trench called DOMINO has been commenced, running along the back of ANZAC RIDGE from H.30.a.0.4. to H.24.d.4.4.

This is only completed in parts, and should be continued when possible.

(5) *Communications.*

(a) MAIDA VALE runs from H.29.b.7.1. to G.H.Q.2., and is completed. It has one fire-bay at its commencement which fires towards H.29. central.

(b) VAUBAN AVENUE runs from H.30.-c.25.05. to G.H.Q.1 Line at H.36.b.4.3. It is mainly a sunken trench-board way, and does not give cover from view.

(c) ANZAC AVENUE runs from DOMINO TRENCH, H.36.c. central, to G.H.Q.2. at H.30.c.7.7. This is in good order.

(d) BELLEGOED AVENUE runs from H.24.c.9.0. to G.H.Q.1 at I.25.a.2.6. It is really a sunken way, but gives cover from view except for 200 yards at its front end.

(6) *Intermediate Line.*

This line consists of a series of posts, some of which are connected with a travel trench.

The line runs from H.29.a.2.3., along the VIJVERBEEK to H.23.d.5.5., thence along Ravine to H.24.a.2.5., and it has also two thrown back flanks, one running from H.29.-a.2.3. to H.22.d.7.2. facing South-west, and one from H.24.a.2.5. to H.18.a.1.7. facing East.

This line is well wired throughout, especially from H.29.a.2.3. to H.24.a.2.5., where wire fences fill up the space between the line and the main road.

(7) *Dickebusch-Goldfish Chateau Line (Brown).*

This line consists of a continuous trench line from SMYTH FARM, H.21.d.8.1. to H.16.a.7.3., and thence to Divisional Boundary at H.11.d.5.4.

The portion from H.16.a.7.3. to Northern Divisional Boundary is practically complete and work is now being concentrated on the Southern portion near SMYTH FARM.

Two belts of wire run across the whole front.

(7a) *Goed Moet Mill Switch.*

This is a single trench with wire in front, running from the BROWN line at H.16.a.7.3. to Divisional Boundary at H.20.a.4.3. No work has been done on this, but it is in fair condition except at H.15.b.5.3. where it has been destroyed by shell-fire.

(8) *Ouderdom Vlamertinge Line (Green).*

This consists of a front and support line, with two belts of wire in front of each.

The trenches are complete except for a certain amount of parados (300 yards) to be made up.

The front line has numerous small splinter-proof shelters in it.

The support line has eight large shell-proof shelters behind it.

The Corps has undertaken to increase the shell-proof accommodations in this line.

(9) *Brandhoek Line (Yellow).*

This consists of a front and support line, both wired. The front line is nearly completed, but the support line is dug only, except for a small portion which is riveted. The parapet of support trench is not complete.

ROADS

Transportation is responsible for all roads up to the grid line running North and South between squares G and H.

In front of this the following roads are

maintained by the Division by means of patrols:

(1) H.8.a.4.8, past SECTION BEND, to INN CORNER, thence past DEN GROENEN JAGER, BELGIAN BATTERY CORNER, to KRUISSTRAAT.
(2) VLAMERTINGHE (H.9.a.8.5.) past DEN GROENEN JAGER to H.23.a.-1.1.
(3) VLAMERTINGHE (H.9.a.8.5) to H.8d-7.3.
(4) H.18.c.9.0. to H.24.c.4.0.

In addition it is believed that in view of the advance made by British and Americans (August 31st-September 1st) that additional roads in forward area will need to be maintained by the Engineers, as: H23a1.1 to CAFE BELGE H29b8.5 or beyond; from H24c.4.0 to Divisional Boundary via CAFE BELGE.

The roads are patrolled for the 24 hours, using three shifts of 8 hours each.

Odd shell holes on other roads are filled up as occasion demands.

SCREENING

The bulk of the necessary screening has been done, but maintenance absorbs a fair number of men.

The following roads have been screened:

(1) BRANDHOEK—H.13.d.9.1.
(2) G.18.a.4.9.—SECTION BEND (H.8.a.-5.2.).
(3) H.13.d.9.1.—INN CORNER (H.14.b.4.-8.).
(4) COMO CROSS—SECTION BEND—INN CORNER—DEN GROENEN JAGER—KRUISSTRAAT.
(5) Light Railway from H.7.d.8.8. to INN CORNER.
(6) KRUISSTRAAT (H.18.d.9.6.) to H.12.-d.3.4.
(7) DEN GROENEN JAGER—H.9.a.8.5.

This screening was made necessary largely from the fact that the enemy held MOUNT KEMMEL. Since this has been retaken by the British on August 31st, there is not the same need for its maintenance. It is believed, however, that for the time being this screening should be maintained as formerly, as it protects track from observation of enemy balloons.

LIGHT RAILWAYS .

Engineer material and working parties can travel by light railway by night to SKAGWAY, H.23.b.3.5., or BRISBANE, H.24.b.-6.0., or any other siding in rear of these points.

By day the limit is YALE, H.15.d.4.3.

Personnel trains run daily and nightly, and practically all parties are taken to their work by light railway.

An Officer and one Section of No. 4 Foreways Coy. R. E. live at BRANDHOEK and their function is to carry material in advance of these points near WHITE HOUSE, H.24.-c.1.0, and H.24.b.7.6.

DUMPS

The Corps dumps are at:
ONDANK (A5cd)
PESELHOEK (A21a1.1.)
OAKHANGER (G3b2.3.).

A division dump is located at BRANDHOEK (G12b9.4). The three advanced dumps are at PIONEER H16c5.0, BRISBANE H24b6.0, and WHITE HOUSE H24-c1.0.

ALLOTMENT OF WORK

Brigades in the line are, as a rule, responsible for all work in advance of the Intermediate line. One company of 105th Engineers has been working in the Right Sector, and one company in the Left Sector. Two companies of the 105th Engineers have been doing general work in the forward and back areas, similar as the Pioneer battalion of the British Army would be doing. One company of each of the battalions of the 105th Engineers has been held more in reserve and worked in areas near camp as on the YELLOW LINE or GREEN Line.

TRACKS

The following tracks cross the forward area occupied by this Division:

(1) "C" Track, from OAKHANGER via BRANDHOEK to EMBER FARM (H17c-8.5).

(2) Halifax Dawson Track, from HALIFAX CAMP (H14c58) to DAWSON (H23d-46).

These tracks are repaired if damaged by shell fire.

APPENDIX "A"

List of work done in area.

APPENDIX "B"

Work in hand.

"APPENDIX "C"

Work contemplated.

APPENDIX "D"

Water Supply in Back Areas.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.,
Division Engineer, 30th American Division.
Sept. 4, 1918.

APPENDIX "A"

LIST OF WORK DONE IN AREA

Cellars strengthened and converted into shell-proof shelters in BELGIAN CHATEAU, SWAN CHATEAU, GOLDFISH CHATEAU. Barn at KNOLLYS FARM (H7c70) converted into shell-proof shelters.
O. P. at:

I14a9.2.
I25a25.55.
H30c35.55.
H18d85.50.

Concrete O. P. at H22c6.8.

Concrete Command Posts at:

H.10.d.5.7.
H.10.d.9.7.
H.10.a.9.9.
H.10.a.6.2.

MOIR M. G. Emplacements at:

G.18.b.3.7.
H.17.c.4.9.
H.17.c.1.7.
H.29.a.7.8.
H.22.c.7.6.
H.22.a.2.6.

Concrete Shelters:

H.15.a.01.85.
H.22.a.3.4. (Two Shelters)
H7.c.7.1.
G.12.a.6.6.

Five shell-proof shelters, AMBULANCE ANNEXE, H.14.b.7.3.
Two shell-proof shelters, AMBULANCE FARM, H.14.b.6.2.
Shell-proof shelter and cellar, SMYTH FARM, H.21.d.8.2.
Shelters, QUERY FARM, RIDGE FARM.
G.10 central.
H.30.a.8.8.
H.30.b.5.9.
H.24.c.7.1.
H.24.d.7.4.

Destruction of crossings over YPRES-COMINES Canal at:

I.19.d.7.0.
I.19.d.5.7.
I.19.b.3.1.

CAFE BELGE Cross Roads destroyed.
Bridges dismantled or blown up at:

H.19.b.2.8.
H.29.a.5.7.
H.23.b.0.4.
H.23.a.7.8.
H.23.a.7.9.
H.17.c.9.3.
H.17.d.6.5.
H.29.a.3.1.
H.29.a.3.2.

Cutting paths through English Wood, and wiring same.
Improvement of defenses, WOODCOTE HOUSE.
Pumping out deep dugout (I19c6.5).
Construction of First Aid Post at WHITEHOUSE (H24c.05.12.).
Constructioin Light Railway—Pockington (H.11c6.8.)—H11a3.4.
Light Railway Repaired:
(a) WHITEHOUSE — H29.a.7.2.—H.29.d.8.0.
(b) DAWSON—H.29.a.5.7.
Installation of Water Tanks as shown in Appendix "C".

APPENDIX "B"

WORK IN HAND

Right Sector

Continue improvement of G. H. Q. 1 line.
Strong Point H.36.c.7.8. (with MOIR Pill Box) 45% completed.
MOIR Machine Gun Emplacement H29.d.9.0.
Lookout Post H30.a.15.15.
Concrete Pill Box (H.29.b.2.1.) 60% Completed.
Strong Point H29d55.60 (largely wiring) well under way.
Permanent Demolition Party.
Repair of shell-proof shelters at H.30.a.95.35, H.23.b.65.70.

Left Sector

Improvement of G. H. Q. 1 line.
Reclaiming deep dugout (I19c6.5.).
Concrete Shelter, Left Brigade (H9c1.1) 95% completed.
Improving Dressing Station (H24.a.45.9.) 80% completed.
Two concrete shelters at Ambulance Farm (H.14.b.7.2.).
Permanent Demolition Party.
Repair of Shell-proof Shelters H.24.b.85.35, H.24.b.65.20. (10 Shelters).
Improvement of Defense of Square Keep (H17a1.9) 90% completed.

Other Areas

Maintenance of Roads.
Maintenance of Road Screening.
Repair of Light Railway Tracks.
Improvement of the following Trenches:
Intermediate Line.
Brown Line.
Green Line.
Yellow Line.
Construction of Shelters on Green Line.
Salvage of Engineer Stores throughout Divisional Area.

APPENDIX "C"

Construction of Concrete Shelters along the Defensive Line, running from Intermediate Trench to HOWE CAMP—SWAN CHATEAU—G. H. Q. 1, near lock No. 9. The two shelters to be first constructed as agreed upon, between the C. E. and Chief of Staff are 4 and 10. No. 4 to be constructed within the old Y. M. C. A. Building at H.24.a.7.1. The other, underneath old house standing at H.23.c.9.3. Supplies for construction can be carried close to each of these places on Light Railway. Indent has been made for materials for both of these shelters, and that for No. 4 has just been delivered at BRANDHOEK dump. Shelter to be constructed is the approved II Corps Concrete Shelter.

Construction of Centers of Resistance, as indicated in Defense Plan.

Erection of MOIR Pill Box at Square Keep near H.16.b.95.80.

Reclaiming large dugout at Lock No. 9.

The recent advance may call for the construction of strong points at new locations. As the line stands at present, it is suggested that strong points be constructed at VERMEZEELE, Lock No. 8, LANKOF FARM and GUNNERS LODGE.

APPENDIX "D"

WATER SUPPLY IN BACK AREAS

The following work has been done in connection with Water Supply:

(1) Pipe line laid from Water Point at Hopoutre, L.17.d.4.9 to tank and horse troughs at L.16.b.2.6.

(2) Wells dug at following points:

L.8.d.9.3—Good supply.
L.8.d.1.7—Poor supply.
L.14.b.0.5—Fair supply.
L.14.b.0.7—Fair supply.
L.8.c.1.3—Very poor supply.
L.13.a.7.0—Poor supply.

(3) Borings have been made with following results:

L.7.d.8.0—32 feet—no sign of water.
L.14.a.1.3—29 feet — very hopeful — water at 10 feet 6 inches.
L.8.c.7.4—36 feet—no sign of water.
L.13.b.7.7—34 feet—hopeful.

(4) Water tanks placed at following points:

Right Sector.

2 tanks, 500 gallons storage, at H 30 a 10.98 for companies in forward positions.

1 tank, 100 gallons storage, at H 24 c 30.30 for use of troops in this vicinity.

3 tanks, 500 gallons capacity, at H 23 b 25.65 for troops in the Intermediate line.

2 tanks, 300 gallons capacity, at H 16 c 52.03 for troops in this vicinity.

These tanks are filled once each 24 hours by tank cars on the Light Railway system and are so separated that if hit by shrapnel the total capacity will not be lost.

Left Sector.

1 tank, 100 gallons capacity, at I 19 a 4.6 for use of troops in the forward position. This tank is installed, but is not being used at present.

1 tank, 100 gallons capacity, at H 10 d 95.45 for use of troops in this sector. The same is now in use and is filled each night.

3 tanks, 500 gallons capacity, at I 19 b 2.2 for use of troops in forward position.

2 tanks, 300 gallons capacity, at H 24 b 00.65 for use of two battalion headquarters.

1 tank, 100 gallons capacity, at H 10 d 95.45 for use of troops in this sector.

2 tanks, 500 gallons capacity, at G 11 a 7.7 for use of troops in this sector.

2 tanks, 500 gallons capacity, at G 12 a 75.25 for use of troops in this sector.

The following plates with detailed descriptions will furnish some idea of the kind of work performed as referred to in the reports.

PLATE XII: PLOT OF KNOLLY'S FARM, CANAL SECTOR

This Plot refers to the work done at Knolly's Farm. This was a farm above the average in Belgium, which is to say that it was a very good farm and therefore had very good buildings. There had been a headquarters here when the front line was further away than it had been since March, 1918. Evidence of this was plentiful in the many huts that were once nicely fixed up, the whitewashed fences and buildings, the duck board walks and the club rooms. It was quite evident that British officers had been there for a stay. However, when this location came under enemy fire, the camp was vacated. None of the huts were

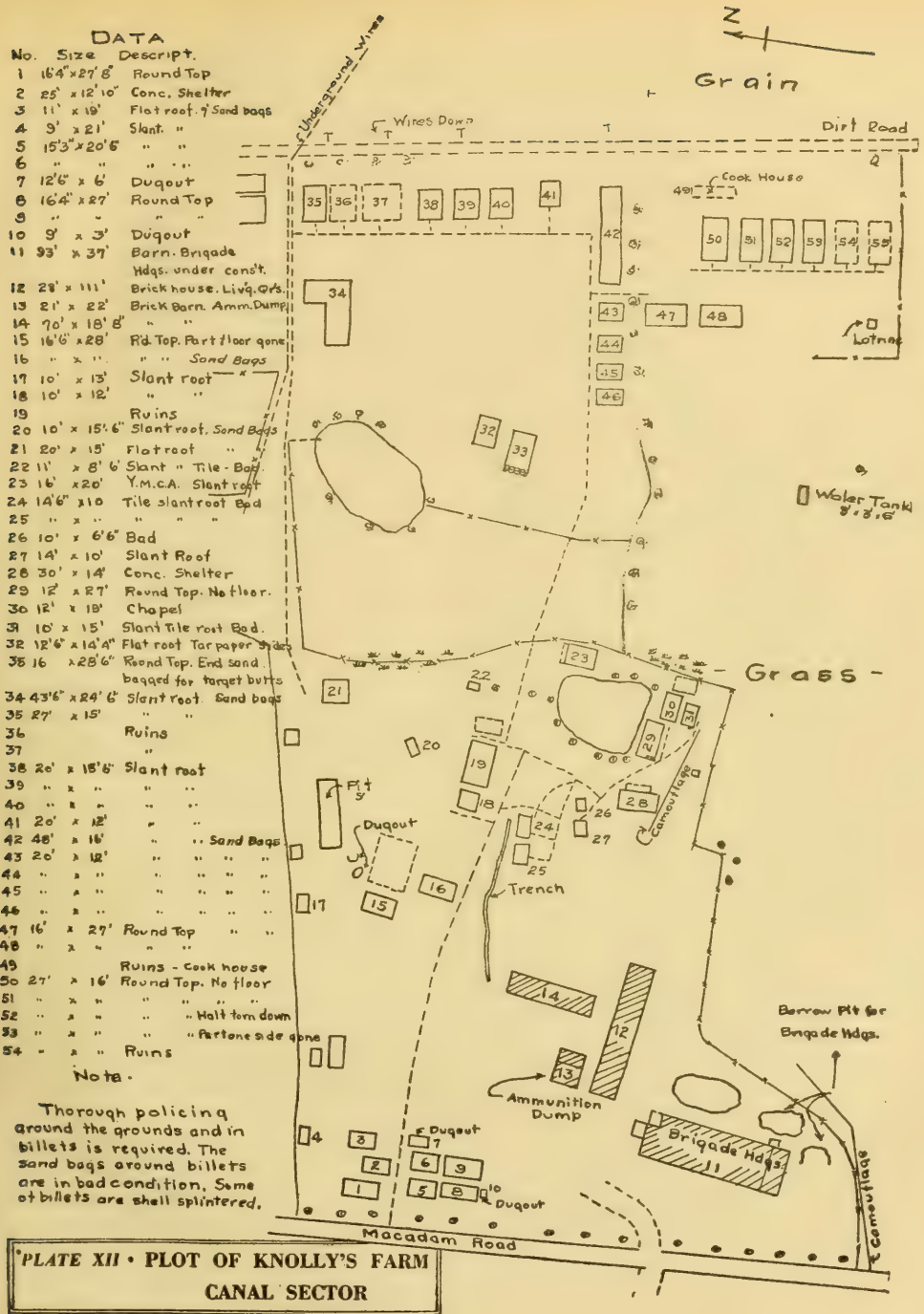


PLATE XII • **PLOT OF KNOLLY'S FARM**
CANAL SECTOR

proof against shell fire. There was a large brick barn, 24 x 90 ft., inside dimensions, and 13 feet 8 inches from the ground to the top of the brick walls, that the II British Army II Corps Chief Engineer decided to convert into a shelter for Infantry and Artillery Brigades Headquarters. Plates XIII, XIV and XV will show the method followed in so converting this barn.

The labor necessary for making this change was furnished for the most part from the 105th Engineers. The platoon when attached to the British R. E.'s and camped at F 17 d 7.4 was engaged on this work from July 11th until August 16th when the work was turned over to the 105th Engineers, 2nd Battalion. The Engineers continued the construction but were assisted in labor by working parties from the Infantry in reserve. A careful study of the sketches will show how well protected these headquarters were when the work was completed.

Besides this shelter there were at Knolly's Farm two concrete shelters as shown by sketches, Plates XXII, XXIII. The 105th Engineers did some of the work on these shelters and also constructed similar shelters to these at other places as indicated on map, Plate I.

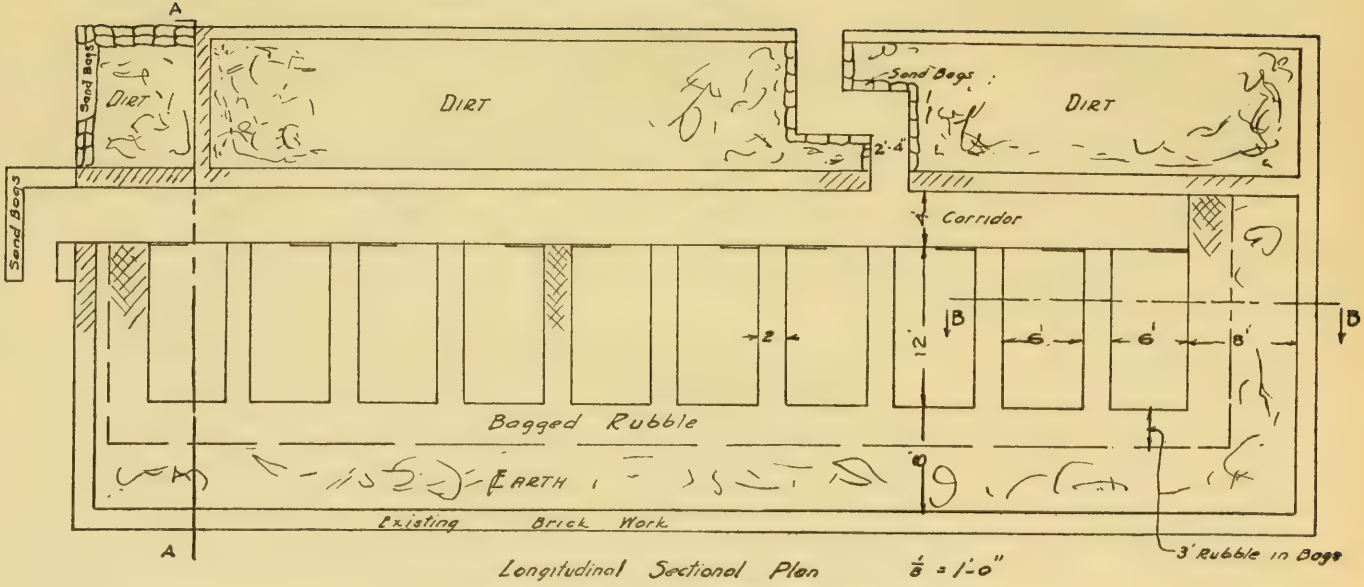
While work on these headquarters was in progress it was often interfered with by shell fire.

Just under the apex of the roof of the barn there was built a platform and an observation post was made here by making a hole in brick wall. This hole was an opening about two and one-half feet wide by a depth of the thickness of one brick course, about three inches. A very good view of Kemmel Hill and the front on the Canal Sector was obtained from this post and it was used as an Artillery O. P.

The plot shows 54 buildings in all. A water point was also among the wrecks. By reference to the date given on plot it is noted that buildings numbers 2 and 28 were concrete bomb-proof shelters. These were constructed afterward as a part of the Brigade Headquarters.

The buildings numbers 1, 8, 9, 15, 16, 29, 38, 47, 48, 50, 51, 52, 53 and 54 were Nisson huts, identical with the one shown in Plate XX erected at Goldfish Chateau. These huts were made of various thickness of corrugated iron, from No. 22 gauge to sheets 3/16″ thick. The heavier type were called "Elephant" shelters and over these from 12 to 18 inches of concrete was poured, or sandbags placed. Many of these Nisson huts and elephant shelters were erected by the 105th Engineers, in different parts of the area.

It was decided to make a number of bomb-proof shelters in the house No. 12 and barn No. 14 by erecting elephant shelters in the rooms, sandbagging them and using the walls of the buildings as burster courses.



Longitudinal Sectional Plan $\frac{1}{8}$ = 1'-0"

PLATE XIII

PLAN OF BRIGADE HEADQUARTERS
KNOLLY'S FARM—CANAL SECTOR

Attention is also called to the camouflage screens south of barn No. 11 and south of concrete shelter No. 28. These screens protected the work from being observed and also prevented observation of entrances.

The trench shown in plot near buildings 24 and 25 was a narrow trench about thirty inches wide and six feet deep. This was used for cover from airplane attacks for those not in bomb-proofs.

Work on the Brigade Bomb-proof Headquarters was completed in August.

PLATES XIII, XIV AND XV

Plate XIII, Plan of Infantry and Artillery Bomb-proof Brigade Headquarters at Knolly's Farm. XIV, Cross-section. XV, Longitudinal section.

The sketches show the general plan, and sections, for converting an ordinary barn into a bomb-proof shelter.

The floor space was divided into ten compartments, each six feet wide by twelve feet long with six feet of head room. These compartments were separated by a partition consisting of two feet of bagged rubble well packed between corrugated iron sheeting sides. At both ends this bagged rubble was three feet thick, and at the end subject to direct enemy shell fire there was five feet of earth fill between the bagged rubble and the fourteen and a half inch brick wall. This same protection was made on the side of the barn exposed to direct enemy shell fire, three feet of bagged rubble, five feet of earth fill and a fourteen and one-half inch brick wall. This left space for four feet of bagged rubble at the other end and a four foot corridor in front of these compartments and the other side wall. In order to protect against fire from both sides and bombs, a retaining wall six feet high was constructed on the outside, eight feet from the barn on the corridor side, and the space between filled with earth. From the top of this six foot retaining wall the earth was sloped to the top of the barn wall, making a slope of one to one.

Above the compartments and over the corridor there were placed in the following order:—

90 lb. rails (R. R.) on one foot centers supported by 3″ x 8″ timber let into strong pit props.
A course of steel trough plates 5″ corrugations and 3/16″ thick.
18″ of bagged rubble.
12″ air space.
90 lb. rails spaced on one foot centers and supported by five walls of concrete blocks twelve inches wide, each, and running the length the building.

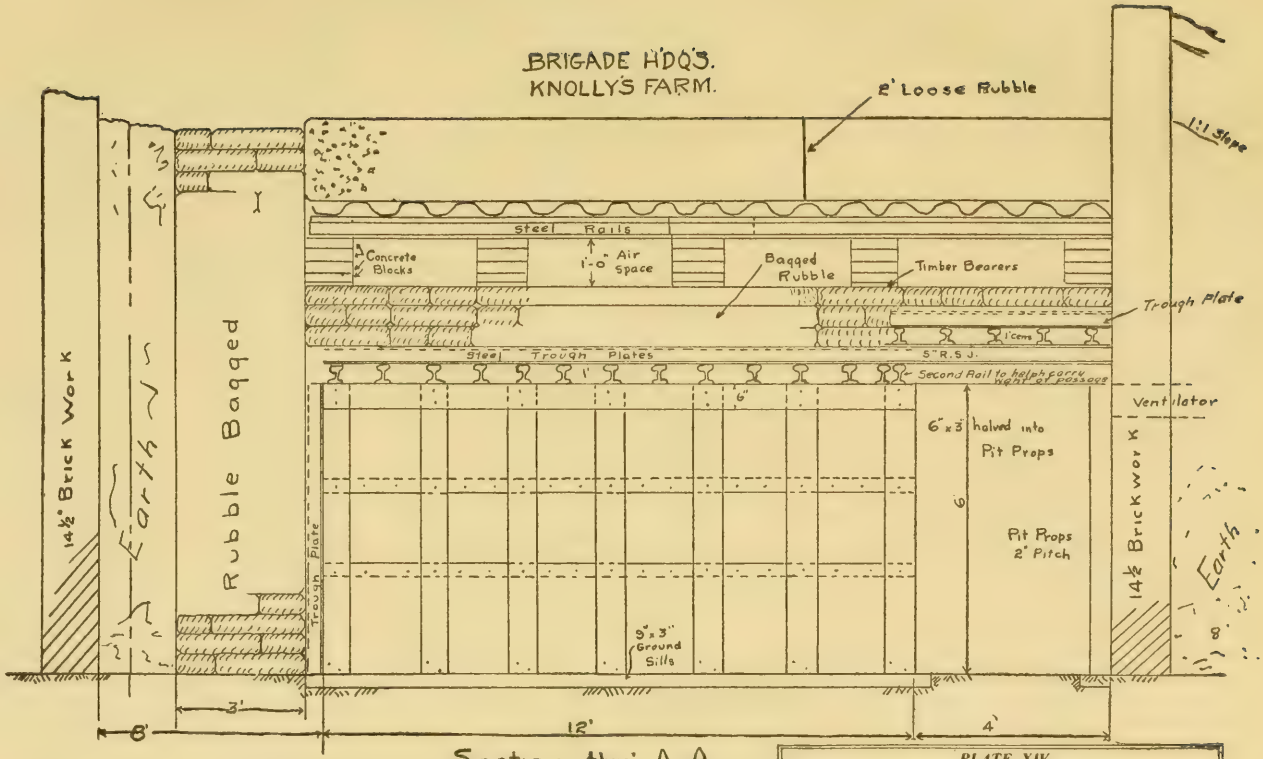


PLATE XIV

CROSS-SECTION OF BRIGADE HEADQUARTERS, KNOLLY'S FARM–CANAL SECTOR

A course of steel trough plates, 5″ corrugations and 3/16″ thick.

Two feet of bagged rubble.

A course of concrete blocks four inches thick for a burster course.

There were two entrances as shown and in each was built a double gas curtain (not shown).

The inside of this bomb-proof was whitewashed throughout.

Reference to supplement E, report of 2nd Battalion, is invited in regard to this work.

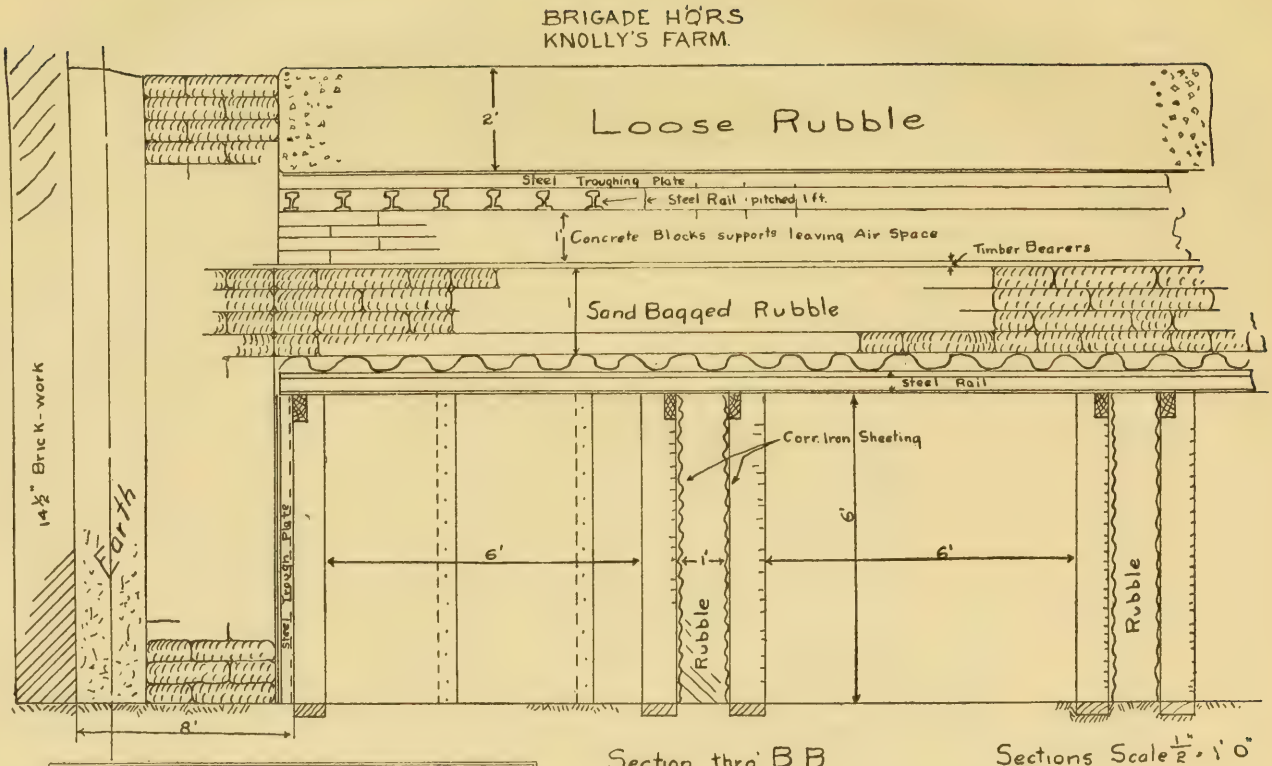


PLATE XV

LONGITUDINAL SECTION OF BRIGADE HEAD-QUARTERS–KNOLLY'S FARM–CANAL SECTOR

PLATE XVI: MOIR MACHINE GUN PILL-BOX

See photograph 40, *pictorial section*

The sketch shows a Moir Machine Gun Emplacement which is a built-up pill-box made of reinforced concrete blocks molded to shape.

It is a very simple, effective, and unconspicuous pill-box from which the machine gun can shoot in any direction.

The gun carriage is suspended from overhead and swings around the entire circumference. By means of clamp screws it can be fastened rigid on any target in range. The gun carriage is revolved by the operator with his back which rests in a brace that projects down from the swinging frame.

The inside dimensions, six feet high by six feet in diameter, allows room for two men to work comfortably.

The emplacement is easily camouflaged and quickly built.

Several of these were built by platoons attached to British R. E. Companies during the training period from July 11th to August 16th, and many more during the occupancy of the Canal Sector.

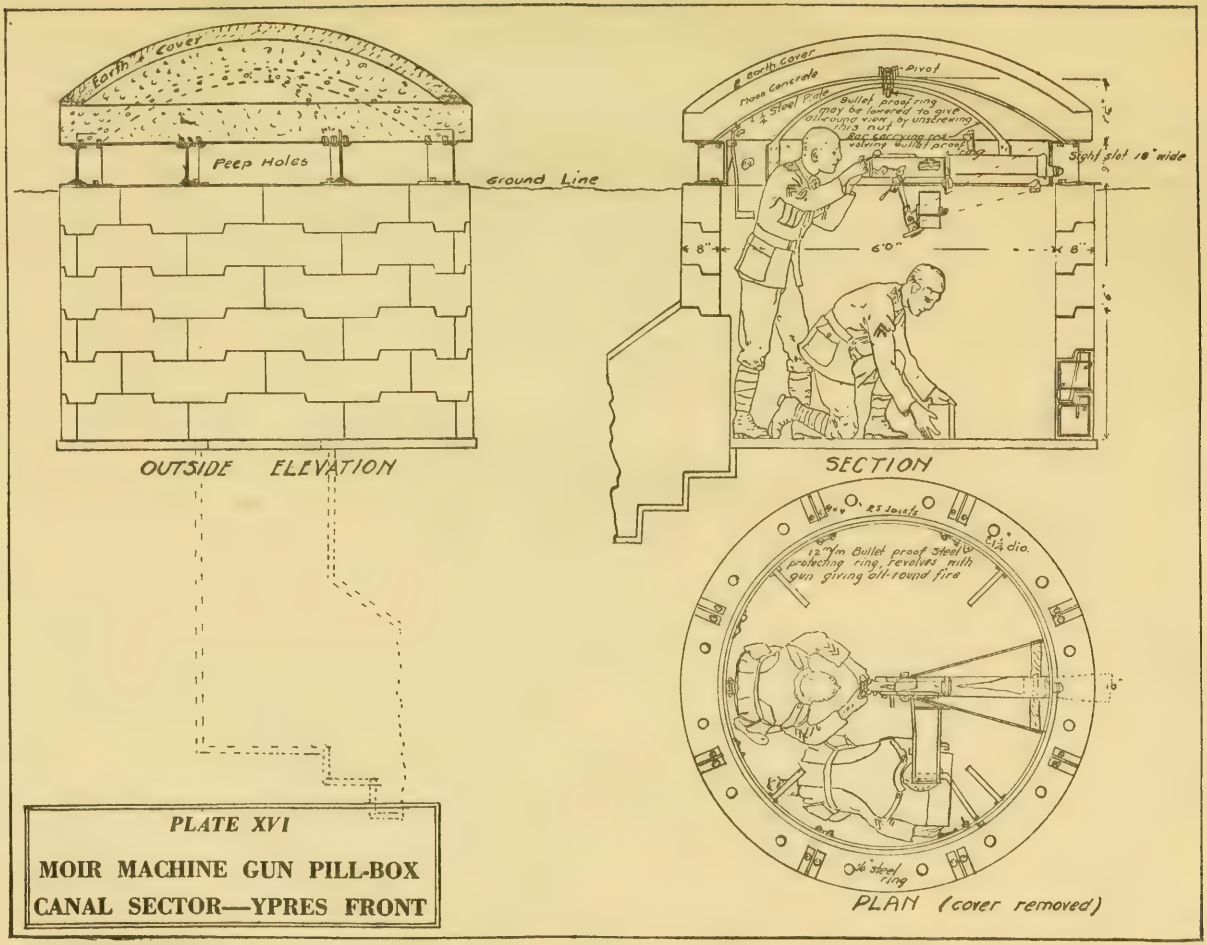


PLATE XVI

MOIR MACHINE GUN PILL-BOX
CANAL SECTOR—YPRES FRONT

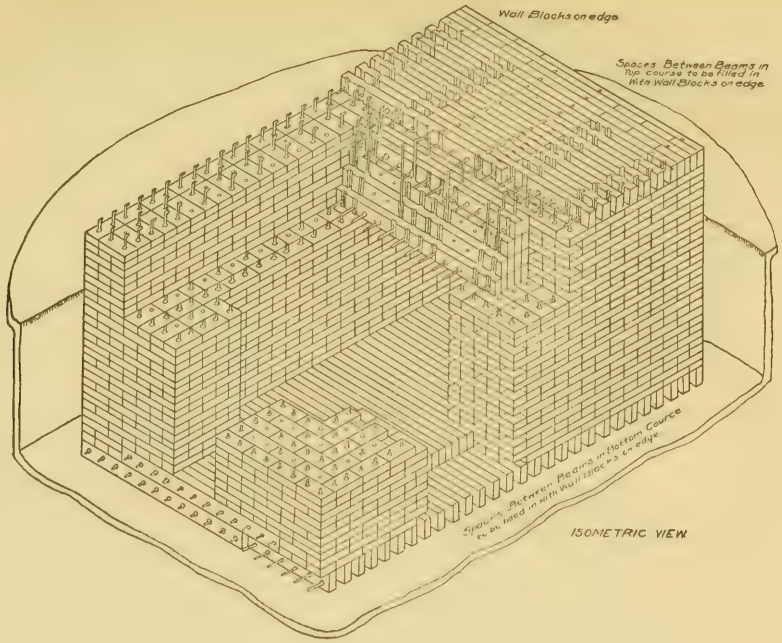
PLATE XVII: CONCRETE BLOCK MACHINE GUN PILL-BOX

See photograph 31, *pictorial section*

The sketch shows another form of Machine Gun Emplacement, several of which were completed by platoons encamped at Gaunt Farm during the training period from July 11th to August 16th.

These concrete blocks were molded into forms and shipped to the front with the rods, and the whole constructed. Ground was generally excavated for these in order to bring the field of fire low and also to keep the emplacement from being conspicuous.

The blocks used in this construction are very heavy and the process of construction slow. It can, however, be constructed in less time than the monolithic concrete pill-box of same size. The walls and roof are three feet and nine inches thick, making it bomb-proof.



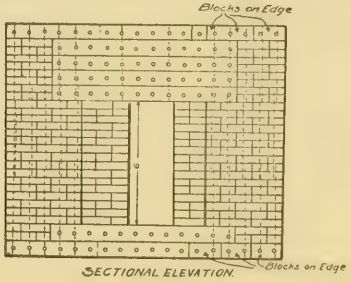


PLATE XVII

CONCRETE BLOCK MACHINE GUN PILL-BOX
CANAL SECTOR—YPRES FRONT

PLATE XVIII: PLOT OF GOLDFISH CHATEAU-YPRES SECTOR

See photographs 42 *and* 43, *pictorial section*

Goldfish Chateau was situated on the North side of the Poperinghe-Ypres road not very far from Yyres. Everything in this neighborhood had been practically demolished by enemy shell fire, but this chateau had suffered but little, only one direct hit having been registered. There were many rumors in regard to the reason why this building had not suffered more. It was open to direct observation and there was no apparent reason why it should not have received similar treatment to what other buildings nearer to and farther from the enemy lines had suffered. The generally accepted reason was that it belonged to some Boche with military standing.

It was decided to prepare this chateau for Brigade Headquarters for the Left Brigade in the Canal Sector. Plates XIX & XX show the details of the construction.

There was a moat around the chateau grounds as shown. In front of the chateau and to the right were several shelters which were practically wrecked. These served the very good purpose of screening from view the work and workmen filling sandbags, for practically all the sandbags were filled from excavations under these old shelters.

Besides making bomb proofs out of the basement and first floor of the chateau, there were constructed, in the rear of the grounds, four shelters of the style shown in Plate XXI.

The plan of these shelters is described below.

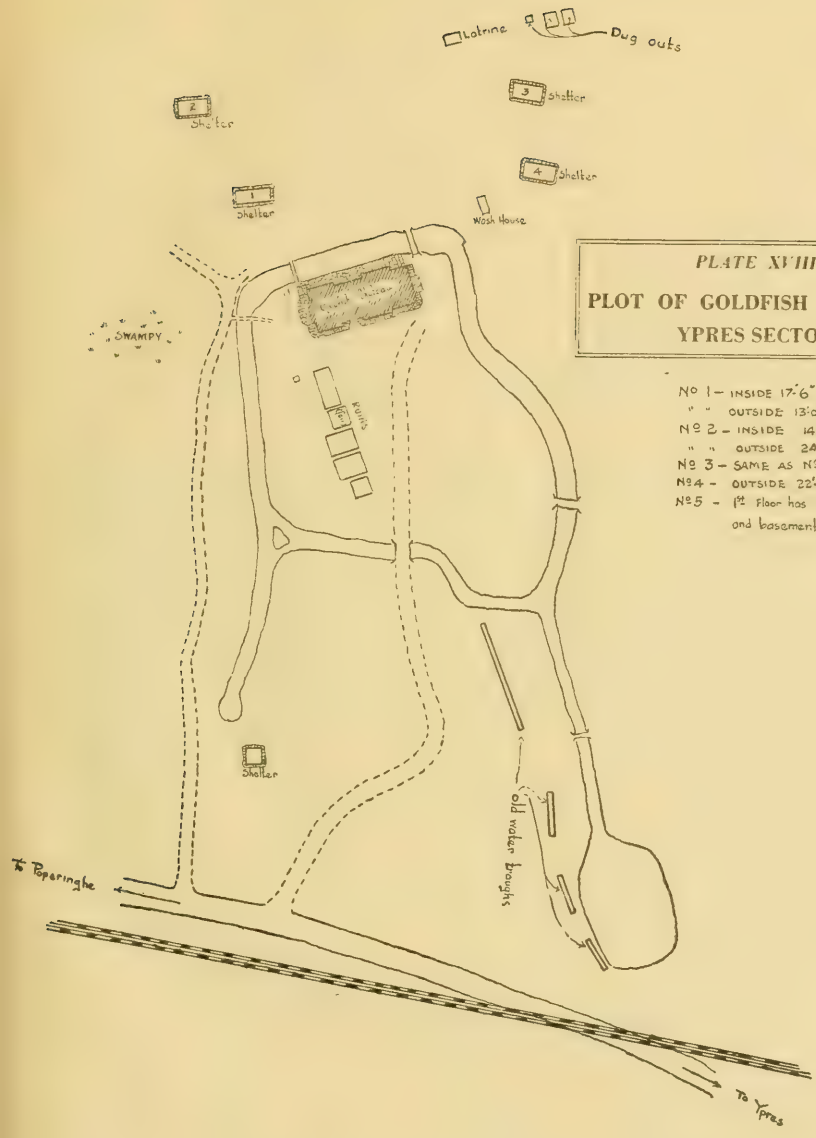


PLATE XVIII

PLOT OF GOLDFISH CHATEAU
YPRES SECTOR

N

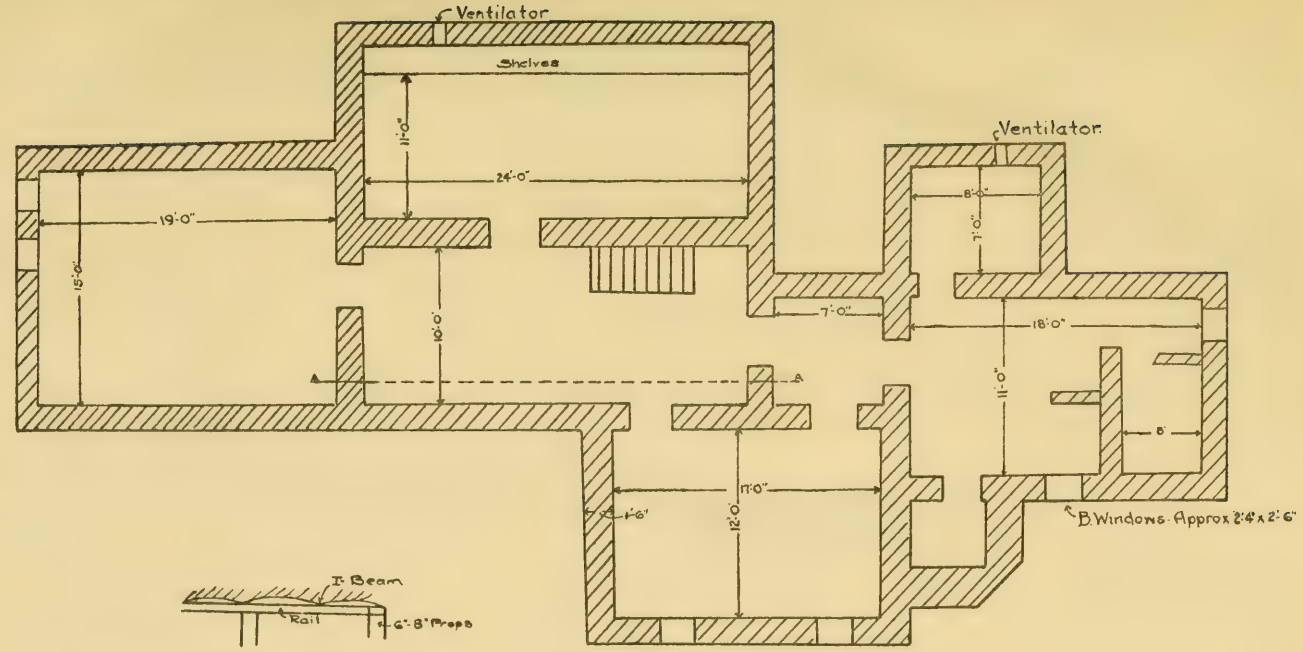
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No 1 – INSIDE 17'-6" X 8'-6"
" " OUTSIDE 13'-0" x 27'-3"
No 2 – INSIDE 14'-6" X 8' 6' otherwise same as No1
" " OUTSIDE 24'-3" x 12'-0"
No 3 – SAME AS No 2.
No 4 – OUTSIDE 22'-6" X 12'-6 " " " No1.
No 5 – 1st Floor has 3 small bag shelters.
and basement has 2 rooms being used as shelters

PLATES XIX & XX: PLAN AND SECTIONS OF GOLDFISH CHATEAU AS PREPARED FOR BRIGADE HEADQUARTERS

Plate XIX shows a sectional plan of the basement of the chateau. There was six feet and two inches of head-room. The plan decided upon was to use the basement and first floor for shelters by sandbagging outside the walls of the building, erecting elephant shelters on the first floor and covering these elephant shelters with two feet of sandbagging.

As this would add greatly to the weight of the first floor it was necessary first to strengthen the floor. This was done by a system of props in the cellar placed in rows on about four foot centers and the props spaced on four foot centers in these rows. These props supported railroad iron against the under side of the first floor. This made it convenient for bunks in the basement by using one row for bunks and the next for passage.



SECTION A-A

PLATE XIX

GROUND PLAN, GOLDFISH CHATEAU

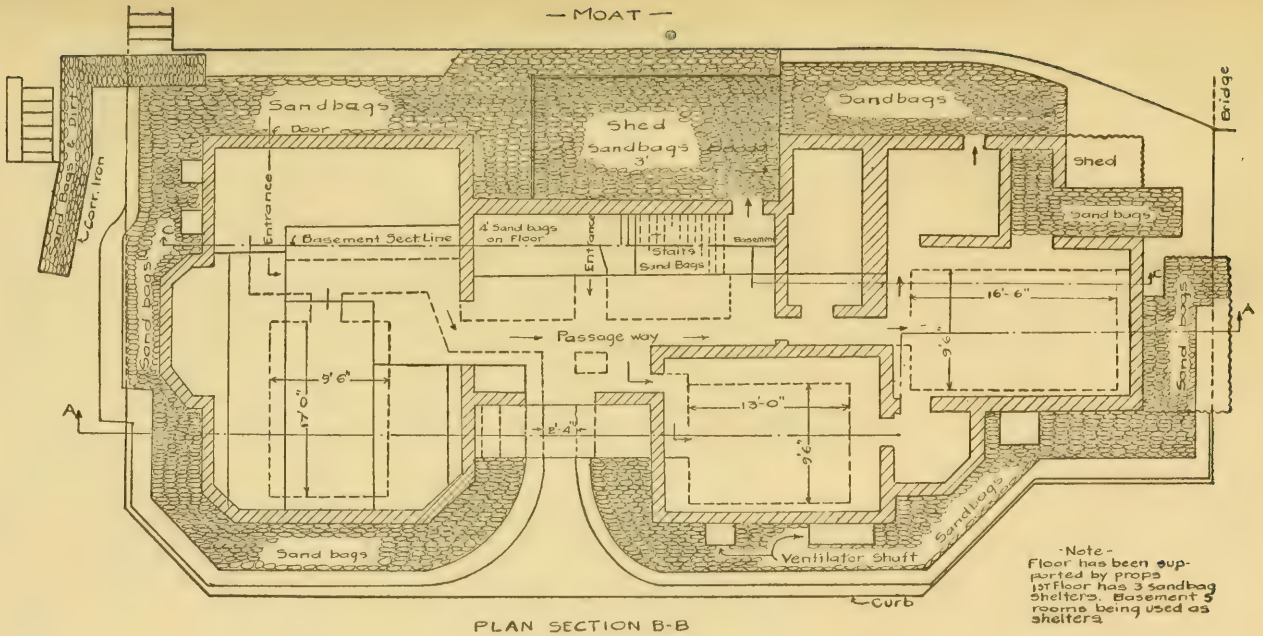
YPRES SECTOR

Plate XX shows the work done on the first floor and around the outside of the chateau.

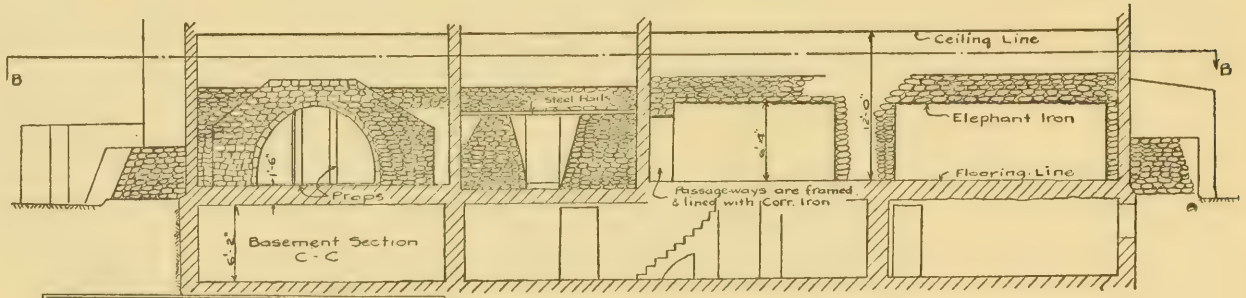
Three elephant shelters were placed in as many rooms on the first floor, one seventeen feet long, one sixteen and a half feet, and the other thirteen feet long. They were well sandbaggd on sides and top, leaving openings for two entrances to each shelter.

The outside of the building was sandbagged as shown to protect the cellar and first floor. The building's walls were to act as a burster course.

This work together with the four shelters in the yard was completed by the 105th Engineers in August.



PLAN SECTION B-B



SECTION A-A
1ST FLOOR

PLATE XX
WORK DONE ON GOLDFISH CHATEAU
YPRES SECTOR

PLATE XXI: SANDBAGGED SHELTER, SPLINTER-PROOF

The sketch shows a type of shelter four of which were erected to the rear of Goldfish Chateau. It consists of heavy corrugated iron, each sheet rolled to form a quarter of a circle with a four foot six inch radius. These were bolted together on the tops and the bottoms rested on floor sills to which they were fastened by bolting to small iron braces which were in turn bolted to the sills or flooring.

In this particular shelter there were braces as shown to help support the sandbagging, the corrugated iron not being of sufficient strength in this case.

Sandbagging was built up over the entire shelter and a wall of sandbagging made in front of the entrance. This sandbagging was sixteen inches thick on top and two feet thick at the floor. The wall in front of the door was twenty inches thick and six feet high.

This makes a splendid splinter proof. A window in the rear furnishes ventilation.

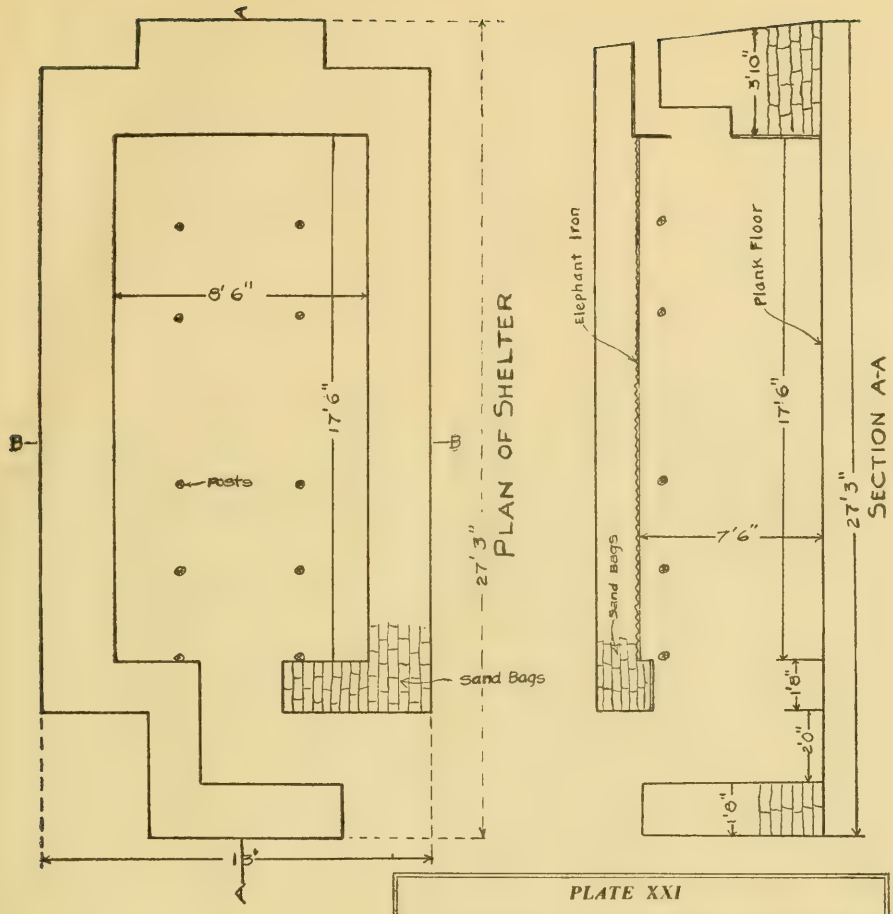
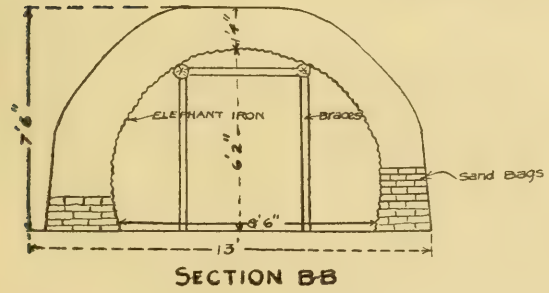


PLATE XXI

SAND-BAGGED SHELTER-SPLINTER-PROOF



SECTION B-B

PLATES XXII & XXIII: BOMB-PROOF CONCRETE SHELTERS

These two sketches show two types of concrete shelters. In the general construction they are similar. Both are excavated as deep as the ground will permit. A twelve-inch concrete base is then poured. Afterward the floor is poured a little higher than the base and so that it will drain to one point. Then the elephant shelter is erected in place. But for the retaining walls at the ends and windows everything is ready for concreting. Forms are built above ground according to the design.

Plate XXII shows an arched top with sandbagging over it, while Plate XXIII shows a very different construction. The side walls in XXIII are built up straight and a burster course built above an air space. This is believed to be much better form of construction that affords better protection in case of a direct hit.

XXII has a solid concrete partition and an entrance for each end. There should also be a window in each end.

XXIII has one entrance and two windows. Either window could be used as an exit. This type gives much better ventilation.

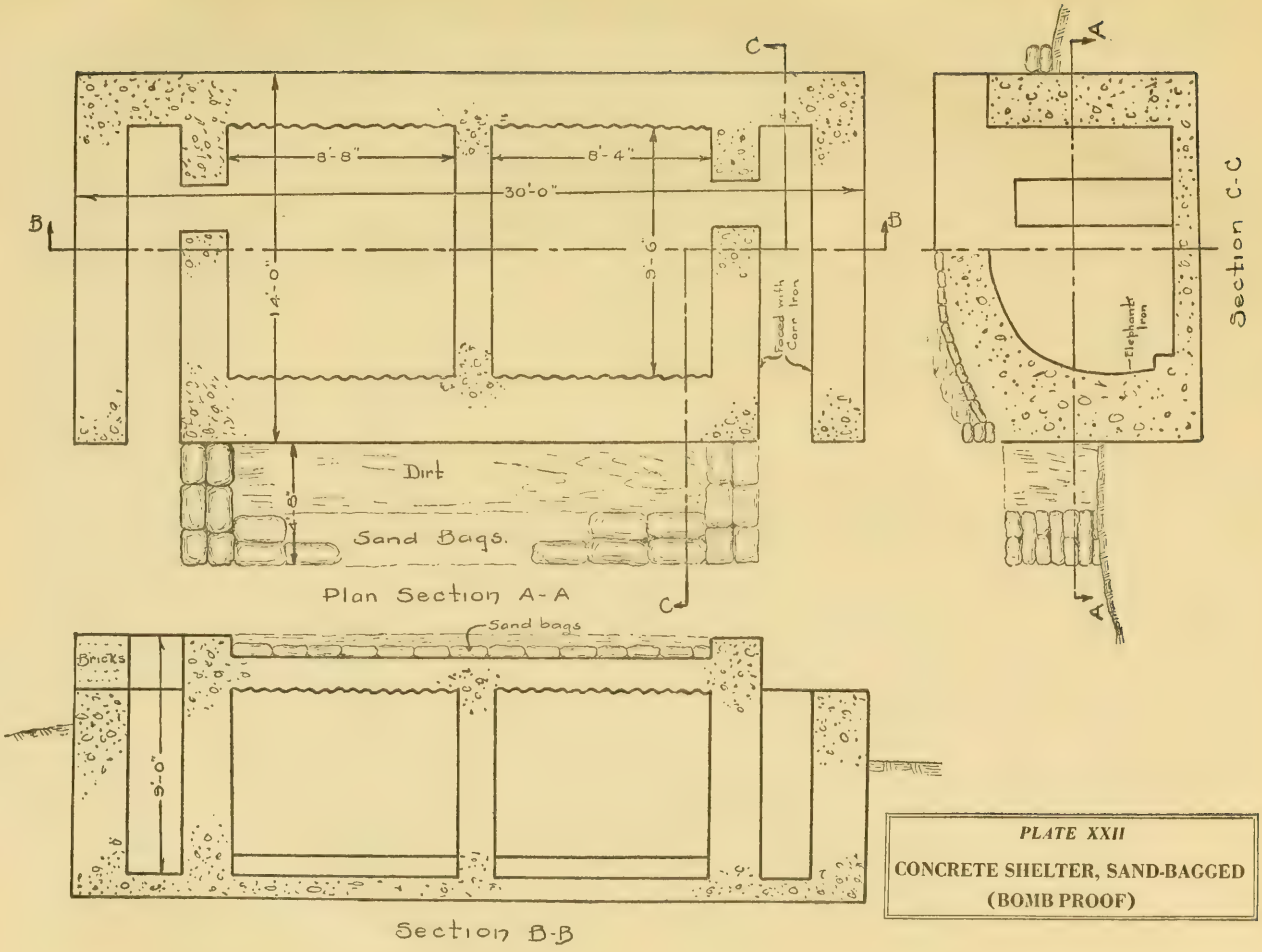


PLATE XXII

CONCRETE SHELTER, SAND-BAGGED (BOMB PROOF)

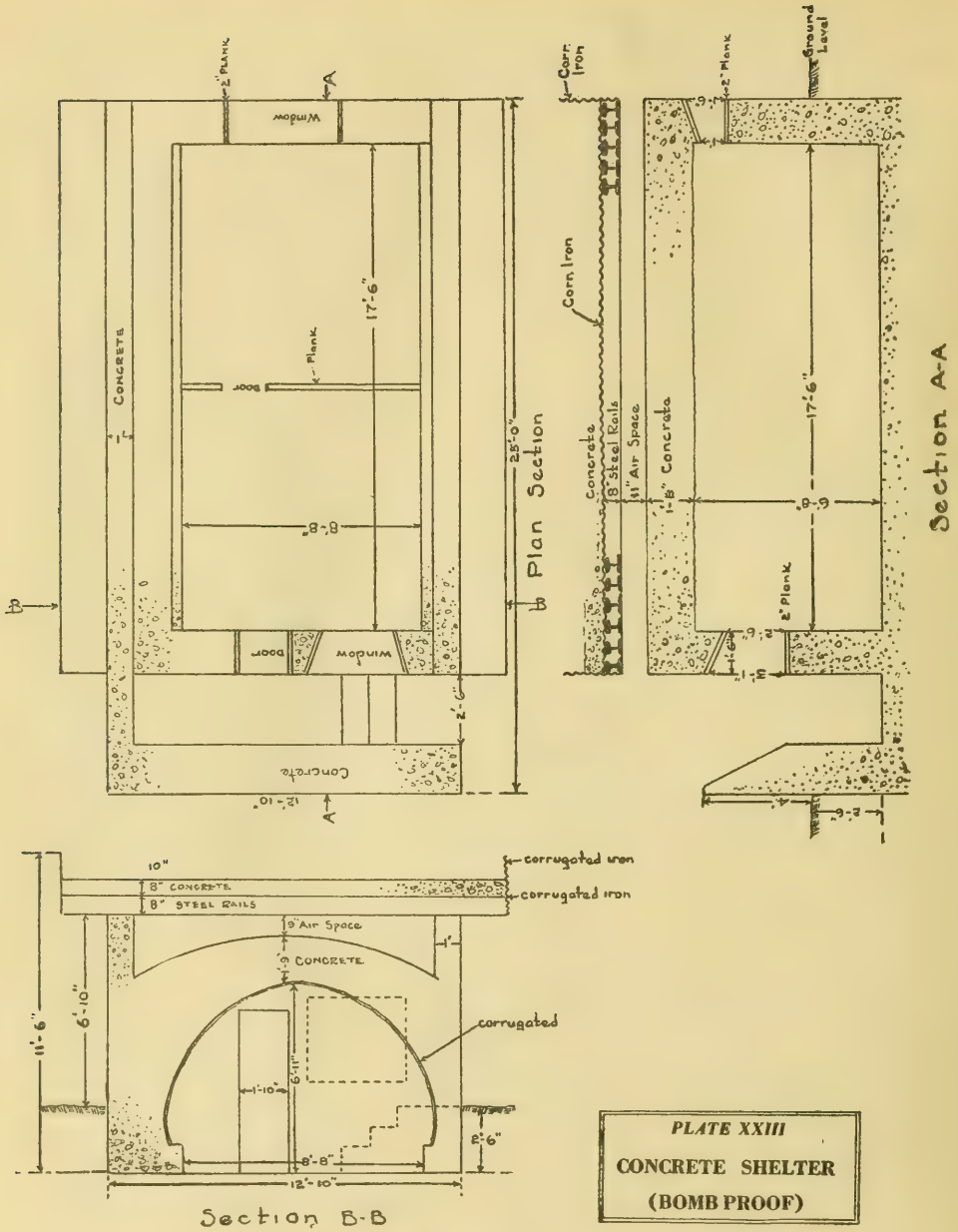


PLATE XXIII

CONCRETE SHELTER

(BOMB PROOF)

CHAPTER VIII

TRAINING IN RESERVE WITH THE I AND III BRITISH ARMIES, SEPTEMBER 4TH TO SEPTEMBER 22ND, 1918

DIVISION ATTACHED TO I BRITISH ARMY

On September 3rd orders had been received to the effect that the division was being transferred to the III British Army. The work since arrival in France had been with the II British Army.

SEPTEMBER 4TH—FAIR AND COOL

The regiment was relieved in the line on the 3rd. On the morning of the 4th the regiment moved by march: the First Battalion from Query Camp, the Second Battalion from Brandhoek Camp and Headquarters from Convent Camp to Tunneling Camp. The movement was completed by 11:00 A. M., but on account of British not having moved out of the camp which the Second Battalion was to occupy, the Second Battalion stacked arms and waited until 6:00 P. M.

On leaving Brandhoek Camp the enemy dropped a few shells around the road traveled, just as a farewell. The regiment had been under shell fire since June 30th.

A billeting party of one officer and two N. C. O.'s per battalion was sent to the new area on the morning of September 5th. These parties left Tunneling Camp on the afternoon of September 4th.

SEPTEMBER 5TH—CLOUDY AND COOL

The day was spent in bathing, inspections, issuing clothing and equipment, and preparations for moving on September 6th. In the afternoon at Regimental Headquarters in the open Dr. Johnson held religious services and preached. The service was attended by a great many of the men and officers, and many expressions of appreciation of Dr. Johnson were heard afterward. The service was temporarily interrupted by a low flying British patrol plane.

SEPTEMBER 6TH—CLOUDY WITH SHOWERS

September 6th was moving day. The regiment moved by three trains from the entraining station at Waayenburg, about five miles' march from Tunneling Camp.

The first train carried the First Battalion and Headquarters Company, less the Band. This detachment left Tunneling Camp at 11:20 A. M., the Transport having preceded them by two hours. At Waayenburg they entrained and moved out about 2:30 P. M.

The Second Battalion and Band left Tunneling Camp at 2 P. M. and at 5:08 P. M. were entrained and leaving Waayenburg.

The Engineer Train followed, leaving Tunneling Camp at 3:20 P. M. and Waayenburg about 8 P. M.

The trip was a very uncomfortable one, for the men, as they were crowded in small box cars, in some cases forty men per car. These cars might have been comfortable with twenty-five men per car, but the smallest number in any car was thirty-three.

The trains moved very slowly and the route taken was a long one, as the short route by Hazebrouck and Bethune was under enemy fire and in some places enemy control. Therefore the trip was made via Bergues, Dunkirk, Calais, Boulogne, Etaples, to the St. Pol area at Bryas. *See route map, Plate XXIV.*

The men carried the unconsumed portion of the day's ration, one additional ration and the "iron ration."

SEPTEMBER 7TH—FAIR IN MORNING; RAIN IN AFTERNOON

The first train arrived at Bryas about 4:30 A. M., and the Transport of the First Bat-

talion was just moving out of view down the road when the second train with the Second Battalion and Band arrived. Record time in detraining was made by both units; the Second Battalion, being the quicker, was detrained (including Transport) and on the road in forty minutes. The Engineer Train arrived soon after. The march to the billeting area was one of seven miles, under rather unfavorable circumstances. The men had had practically no rest in traveling and many had not eaten their breakfasts. The morale was high, however, and the march completed in good order and quick time.

Afternoon found Regimental Headquarters and Division Engineer's office established at Roellicourt; 1st Battalion, 1st Battalion Headquarters and transport, and the personnel office at Flouffin-Ricometz; the Second Battalion, Battalion Headquarters and transport and the Band at Ternas, and the Engineer Train at St. Michel.

There were no other duties for the day. All units were not entirely billeted and men in shelter tents had difficulty in finding dry ground on which to pitch them. In this area, fortunately, it was not necessary to "dig in."

Though the Division had been ordered transferred to the III British Army, orders were changed; it was now in the rear and

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PLATE XXIV: MAP OF CHANGE OF STATION FROM YPRES SECTOR SEPTEMBER 6TH TO THE ST. POL AREA AND THEN TO TALMAS ON SEPTEMBER 18TH, 1918

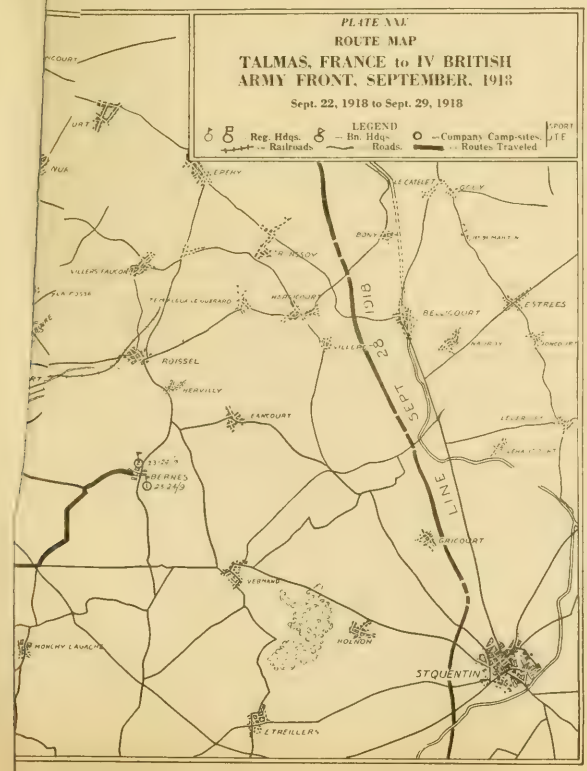
This map on a scale of 1 to 100,000 shows the locations of units at Tunneling Camp in the Ypres Sector and the march route to Waayenburg, the entraining station. From here to Bryas when the Division was being transferred from the II British Army to the I British Army the trip was made by rail and on account of the proximity of the short route to enemy territory it was necessary to travel via Calais, Boulogne, Etaples to St. Pol and Bryas. The map shows the approximate location of the front line at this time. The route traveled is west of the area shown in this map.

From Bryas to Flouffin-Ricometz, Ternas, St. Michel and Roullecourt the route by road march is shown. The same route was followed when this area was vacated and the Division transferred from the British I Army to the British III Army, moving to the Pouchevillers area where the regiment and train were billeted at Talmas. This move was made by march to Bryas by the personnel of the regiment and by train from Bryas to Rosel and then by march to Talmas. The Engineer Train and the transports of the regiment traveled by road march from their camps in the St. Pol area, with the Division transports, to the Pouchevilles area, staging one night at Bouquemaison.

Regimental Headquarters and Division Engineer's office were maintained at Roellecourt in the St. Pol area and at Herissart while in the Pouchevillers area.

The same symbols for units are used on this map as described for map Plate IV.


LINE AUG. 17. 1918
LANSDLIER
MONDICOURT
DOULLENS
BOUQUEMAISON
REGT DISEMBARKED 18/9
ROSEL
TALMAS
SCALE 1:40000
HERISSART
17-21/9
18-21/9
18-22/9
TRAIN HDQRS (IV BRIT) — RAILROADS — ROADS


PLATE XXI
ROUTE MAP
TALMAS, FRANCE to IV BRITISH ARMY FRONT, SEPTEMBER, 1918
Sept. 22, 1918 to Sept. 29, 1918
LEGEND
Reg. Hdqs. — Bn. Hdqs. — Company Camp-sites.
Railroads — Roads. — Routes Traveled
EPEHY
LE CATELET
GELY
BONY
VILLERS FAUCON
ESTRES
BEAUCOURT
ROISSEL
HERVILLY
LAMOURT
BERNES
GRICOURT
VERMAND
HOLNON
MONCHY LAGACHE
ETREILLERS
ST QUENTIN
SEPT 22 LIGNE


ARMENTIERES
YPRES
ALBERT
B E L G I U M
F R A N C E
LINE AUG 17 1918
LINE JULY 11 1918
PLATE XXII
ROUTE MAP
YPRES, BELGIUM to TALMAS, FRANCE
Sept 6 1918 to Sept 22 1918
LEGEND
Towns
Rly Hdqrs
Battalion Hdqrs
Company Camps etc
Route Tracched
Railroads
Roads
AMIENS
LILLE
PLATE XXII
ROUTE MAP
TALMAS, FRANCE to IV BRITISH
ARMY FRONT, SEPTEMBER, 1918
Sept 22 1918 to Sept 29 1918

attached to the I British Army, which held the line North from Lens.

While in this area the commanding officer studied the fortifications on the First Army front from Lens to Bapaume, and the Nord Canal, which it was thought the regiment would have to put crossings over, as it was expected the Division would go in the line on this front. Much valuable information was obtained not only in regard to defenses but also in the system of supplies. (*See "Features observed by Colonel Joseph Hyde Pratt on the fronts and in the areas occupied by the I and III British Armies from Etricourt north to the Le Basse Canal"* [*this chapter*].)

SUNDAY, SEPTEMBER 8TH—RAINING

The duties for the day other than the usual guard and fatigue included a one-hour march in the morning and fifteen minutes manual of arms in the afternoon, both of which were made disagreeable by the rain.

SEPTEMBER 9TH—RAINING ALL DAY

A schedule embracing five hours' training had been prepared and issued, but the heavy rains in the morning interfered and two hours and a half were the best that was done.

Lieut. Stroup with five men from the regiment left for a visit to Ist British Army Camouflage School for three days' instruction.

SEPTEMBER 10TH—CLOUDY AND RAINING

Rain again interfered with the training in the morning. In the afternoon, besides the infantry training, N. C. O.'s under company commanders took up engineering studies, to which two hours were devoted. The infantry work was hampered by not having any drill fields. All work was done on the roads by separate squads.

SEPTEMBER 11TH—CLOUDY AND RAIN

The use of drill fields had been acquired on the 10th inst., which simplified the training and a greater amount of training was accomplished. The mornings were devoted to infantry work and the afternoons to road marches with full packs and also to engineering instruction.

Captain C. R. Humphreys was appointed water officer and arrangements were made for him to spend some time with the water officer of the V British Corps of the III British Army.

Captain Seelye, with twenty men from the 2nd Battalion, and Captain George with the same number from the 1st Battalion, were sent in lorries to the Ist British Army Bridge School for an inspection of bridges and instruction in their construction, use and transportation. These details only remained one day. Valuable information was gained, but more schooling should have been given.

SEPTEMBER 12TH—RAINING

A detail of twenty-five men, carpenters, was sent to 1st British Corps Headquarters to work on erection of buildings. This was at the request of the Ist British Army and the men remained on detached service until September 20th.

The regular schedule of training was carried out by the regiment in spite of the rain. Arrangements for bathing the men at a bath house near St. Pol had also been completed and one company per day was given up to this.

The regiment was paid for August work.

SEPTEMBER 13TH—CLOUDY

Regular training schedule was followed by the companies of the regiment. Colonel Pratt, Major Cothran, Captain Armstrong and Captain Sullivan visited the front of the I British Army north of Lens and directly in front of Vermelles. This was a particularly interesting piece of front that had remained practically the same for four years. Mine warfare had been engaged in extensively here, and the tunnels connecting these mine

chambers were examined as well as the tunnel system in which the men lived. A particularly interesting visit was made to the Vermelles aid station. This was an elaborate system with well furnished and well ventilated apartments for all phases of hospital work. There were accommodations for five hundred patients. The reception room was well furnished and formed a recreation hall as well, with a stage at one end where entertainments were held. All of these works had at least thirty feet of chalk cover and were absolutely bomb and shell proof. The only drawback to the trip was that more time was not available for a closer study of details.

SEPTEMBER 14TH—CLOUDY

The regular schedule of infantry and engineer training was carried out.

SUNDAY, SEPTEMBER 15TH—FAIR AND COOL

This was the first fair day since arrival in this area and it was enjoyed by all. Though it was Sunday and in the back area the training was continued. Every available hour was taken advantage of in training in order to be as well prepared as possible for what was sure to come in the near future.

A few changes in the personnel of officers was effective this date. Captain Armstrong, who had been on duty at Division Engineer's office since July 1st as Stores Officer, was returned to duty as commanding officer of Company D, and Lieut. Robinson from Company C assigned to duty as Acting Stores Officer. Captain Sullivan of Company E was assigned to duty at Regimental Headquarters as understudy to the Adjutant. Captain Humphreys, Water Officer, left for a study of the water supplies in the 5th Corps III British Army.

Lieut. Stroup with detail of five N. C. O.'s returned from camouflage school. Following is a copy of report submitted by Lieut. Stroup upon his return:

REPORT ON VISIT OF LIEUTENANT CLARENCE S. STROUP TO I BRITISH ARMY CAMOUFLAGE PARK

France, Sept. 20th, 1918.

Pursuant to written request from the Commanding Officer, 105th Engineers, the following report on my visit to Camouflage Park is submitted:

First I was taken through the park by the officer in command and shown several different objects camouflaged: field pieces, machine gun emplacements, observation posts, trenches and fortified shell holes.

I was next taken through the camouflage factory where the camouflage is made according to order and shown the different kinds of camouflage in the process of making.

This occupied one day. The next morning was spent on aerial photographs, which is by far the most important point to consider when camouflaging any object. The afternoon of the second day was spent inspecting and building "flat tops," a wire frame 30 feet by 30 feet supported by seven six-foot standards and anchored to seven stakes. Upon this wire frame is placed the camouflage. Any number of the flat tops can be built alongside of each other and cover as much ground as necessary.

Two men can build a 30 foot by 30 foot flat top in from 30 to 45 minutes.

There are no set rules stating how many objects shall be camouflaged. The ground and surroundings are the determining factors and must always be considered first.

The one great mistake made by almost all troops is finishing the work and camouflaging it afterwards. Unless a piece of work is finished in one night and camouflaged before daylight it is almost useless to camouflage it at all. Therefore the first thing to do when starting a new piece of work that requires camouflaging is to decide on the exact location and put up the camouflage. If no natural objects are available to support the camouflage, then use the flat top, one or more depending upon the amount of ground the piece of work covers. Then all this work is

done under this camouflage, care being taken that no men, tools, material or spoil is exposed.

It is not hard to deceive the direct observer on account of the distance he is forced to observe from. Then the main thing we have to deal with is the enemy's camera, which is impossible to deceive. It is possible, however, to arrange your camouflage so that it photographs the same or so near the same as the surrounding ground that it cannot be detected on the aerial photograph. But this requires an expert photographer, because the same object will show up different on different photographs according to the climate and other conditions. A photograph taken on a dark day may cause your camouflage to be absolutely invisible. A photograph of the same object taken on a bright day may cause your camouflage to show up as a light spot and be easily detected.

Therefore, instead of trying to keep your camouflage from showing up on the photograph at all, it is much better to make it look like some surrounding object or so near like nothing that it will not attract the attention of the photograph examiner. Then instead of deceiving the camera, which is impossible, you are deceiving the photograph examiner, which is possible.

Care must be taken not to use the same system of camouflage on a number of objects in the vicinity of each other. Where one or perhaps two little spots on a photograph will not be noticed, several, especially in line or close together, will be noticed and most likely taken for a battery of artillery. Since the pieces of a battery of artillery are generally placed on line, it makes a battery hard to camouflage. Where it is possible the pieces should be zigzagged and placed as far apart as is practical and advantage should be taken of surrounding objects, such as buildings, ruins, trees, shell holes and hedges.

Existing paths, tracks and roads offer good light artillery positions, using fish netting spread over the camouflage to represent the track or road undisturbed. Then the road can be used to get supplies to the guns.

Machine gun emplacements are much easier to camouflage than artillery.

On a path, either a real path or a fake path, or at the intersection of two paths, is a very good place to camouflage a machine gun emplacement. If a path intersection is not available, then make one on an existing path by marching men in a single file in the desired direction, or a long strip of fish net may be used to represent a path. The flat top is built just over the intersection of the path and the camouflage spread on the wire frame with the fish net spread over the camouflage to represent the path undisturbed. Either one of the four paths may be used to go to and from the emplacement. Care must be taken that all walk in the path only, and to keep all men, tools, material and spoil under the flat top.

Flat tops are also used to cover shell holes with a piece of screen painted to look like a shell hole while the shell hole itself is being fortified or being made into a machine gun emplacement.

The screens painted to look like a shell hole are also used laid flat on the ground to deceive the enemy.

It requires an expert to get the true value of aerial photographs and to be able to read photographs correctly requires special training and long practice.

Camouflage is very important and each piece of new work should be studied thoroughly with regard to the surrounding ground and objects before the camouflage is undertaken, as poor camouflage is worse than no camouflage at all. The camouflage should be placed so as to conform with the ground as much as possible and not cast any shadows. All shadows should be avoided.

(Sign'd) Clarence S. Stroup,
1st Lieut., Co. D, 105th Engrs.

SEPTEMBER 16TH—FAIR AND COOL

On this date orders were issued regarding the movement to be made September 17th and 18th to Pouchevillers area, where we became attached to the III British Army. In the

afternoon preparations for the movement of the transports were completed.

Infantry and engineer training was carried out by the personnel of the regiment.

DIVISION ATTACHED TO III BRITISH ARMY

SEPTEMBER 17TH—FAIR

The transports, including rolling kitchens and water carts, left at 6:30 A. M. for the new area, which was a two-day road march, staging the night of September 17th-18th at Bouquemaison.

Regimental Headquarters moved by lorries and automobiles to the new area and were established at Herissart. A billeting party of one officer and three N. C. O.'s per battalion preceded the regiment to the new area.

On this march the entire division transports were reviewed by the commanding general, Maj. Gen. E. M. Lewis, of the division from his automobile. After passing the transport of the 105th Engineers and the 105th Engineer Train and coming to the head of the column, he invited Capt. Geo. W. Gillette, in command of these two transports, to stand with him while the transports passed, stating that it was the best transport he had seen.

SEPTEMBER 18TH—CLOUDY

The personnel of the regiment moved by road march at 7 A. M. from Flouffin-Recometz and Ternas to Bryas, where they entrained at 10 A. M. By rail the move was made to Rosel. (*See Plate XXIX.*) From Rosel a road march of three miles brought the regiment to its new billets at Talmas. The transports and Train arrived in the afternoon about the same time as the personnel.

Captain Humphreys, Water Officer, and Lieut. McDonald, who had been to Bridge School, returned from 5th British Corps Headquarters.

SEPTEMBER 19TH—FAIR AND VERY COOL

Very good training grounds were available in this area and the work of infantry and engineer training was continued. Details were engaged in repairing the water supply in the area.

SEPTEMBER 20TH—FAIR AND COLD

Special details continued work on repairing water points, baths, etc., in the Division area. Training was continued. Orders were received in the evening to the effect that the Division was being transferred to the IV

PLATE XXV: ROUTE MAP, TALMAS TO IV BRITISH ARMY FRONT, SEPTEMBER, 1918

This movement was made when the Division was transferred from the I to the IV British Army. The movement was made by bus for the personnel and by road march for the transports and train which staged one day at Bray-Sur-Somme.

Besides these routes and the locations of units during this period, this map also shows the area occupied by the Regiment and Train after it retired from the line in October and were stationed at Franvellers, "La Houssoye" and Querrieu.

It also shows location of Company C when on detached service building II American Corps advanced headquarters near Assevellers.

The map is drawn to a scale of 1 to 100,000 and shows approximately the most Western position occupied by the enemy after his drives in March, 1918. Villers-Bretonneux, though shown on the Allies' side of the Line, was several times held by the enemy, this particular village being the scene of many hard fights in 1918.

British Army and would move on the nights of 22nd-23rd and 23rd-24th by bus to the Hautallaines area.

SEPTEMBER 21ST—FAIR AND COOL

Billeting party of one officer from headquarters and one officer and three N. C. O.'s from each battalion left in the morning by bus for the new area. The Water Supply Officer also accompanied the billeting party. The route traveled was via Franvillers, Albert and Peronne to Tincourt. (*See Plate XXV.*)

Two hundred men of Company C, with the officers of the company, moved by bus to advanced II Corps Headquarters near Assevillers, where they were on detached service as corps troops and were engaged in preparing advanced Corps Headquarters.

The Engineer Train and transports moved under command of Captain Gillette to Toutencourt, where they joined the divisional transport column and moved on the night of September 21st-22nd to Bray-sur-Somme.

Preparations were made for the remainder of the regiment, less Company D and a detachment of Company E, to move on the morning of September 22nd.

SEPTEMBER 22ND—FAIR

The personnel of the regiment, less Company D, 200 men and officers of Company C and seventeen men of Company E, embussed at Talmas at 8 A. M. and traveled via Amiens to Bernes (*see Plate XXV*), where they came under orders of the IX British Corps. This movement was completed at 3 P. M. and the personnel "dug in" under cover of shelter tents and 100 conical tents furnished by the IX British Corps. The regiment was again under enemy shell fire and in an area bombed by enemy planes.

Company D with a detachment of seventeen men of Company E, making a total enlisted strength of 240, were held as Division Engineer troops and moved by march from Talmas to Arqueves and embussed at 8 P. M. This detachment moved night of September 22nd-23rd to Tincourt and then by march to Bois-du-Buire, where they made camp at 5 A. M., September 23rd.

The Engineer Train and transports under Captain Gillette staged during the day at Bray-sur-Somme and moved night of 22nd-23rd to Bernes, where they joined the regiment, completing the move by 3 A. M., September 23rd. The transport of Company D left the column at Peronne and proceeded to Bois du Buire, arriving at 5 A. M., September 23rd. Regimental Headquarters moved by lorry and automobile from Herissart to Bois du Buire, completing the move by 5 P. M., September 22nd. (*See Plates XXV and II.*)

The entire organization and the division were now attached to the IV British Army.

Features Observed by Lieut. Colonel Joseph Hyde Pratt on the Fronts and in the Areas Occupied by the I and III British Armies from Etricourt North to the Le Basse Canal

While the 30th Division was in the area of the 1st and 3rd British Armies, the Engineer Regiment was doing its final training for the front line work which it was soon to take up. The forward areas of both these armies were studied as fully as possible by the commanding officer of the Engineers and by other officers of the Regiment.

That portion of the front held by the 1st Army had been the same for nearly four years and there had been but very little change in the line even in local sections. As the commanding officer expected that the 105th Engineer Regiment would go into this line while attached to the 1st Army and probably in some portion of the line occupied by the 5th Corps of the 1st Army, as careful a study and investigation as possible was made of this line and the terrain beyond.

Conferences were held with the Chief Engineer, Major General E. H. Atkinson of the

1st Army, with General Gordon, C. E. of the 1st Corps, and various Engineer officers connected with the Army and Corps. Several trips were made to the front by the Commanding Officer 105th Engineers, with other officers of the regiment, to examine the defense lines, the systems of trenches and shelters used, method of getting supplies to the front lines, and to gather data regarding the water supply, location of Engineer dumps and material contained in these dumps, distribution and transportation of engineer supplies and equipment and general transportation.

From Lens to La Basse (*see Plates XXVI and XXVII*) the British and German front lines are very close together; in some places, as in front of Holluch, these trenches are not over 200 yards apart. This sector was the scene of the greatest amount of mine warfare that has taken place in this war and probably in any war. There is a most elaborate system of underground workings which were in connection with this underground warfare. There are at least 25 miles of tunnels and the whole division could be housed in them. They are divided into two types:

(1) The outer or mine system, which is a continuous tunnel extending from the Le Basse Canal to Lens and is actually beyond the front line trench.

(2) The inner or garrison system, consisting of several series of tunnels with cross cuts, stairways to trenches, chambers and galleries for housing and taking care of the garrison in the trenches.

These tunnels are from 25 to 60 feet under ground and penetrate through a limestone formation, a great deal of which does not need any timbering. The series of tunnels comprising the second system are all connected with the mine tunnel and in this way with each other. There is no direct connection underground between the different series of tunnels of this second system.

The second system of tunnels is electrically lighted throughout, the current being generated by a plant which is underground. The water supply is obtained from wells sunk 60 feet below the floor of the tunnel. Fresh air is maintained in these tunnels by means of large blowers and fans. There is also a large respirator to purify the air during a gas attack.

The entrances to the tunnels are provided with gas curtains, there being two to three at each entrance. Both officers and men are garrisoned and housed in rooms that lead from the tunnel and all meals are cooked and served in mess rooms leading from the tunnel.

The entrances from the second system to the tunnels of the mine system are each protected by two heavy doors with special fastenings which are kept locked at all times. The stairway entrances from the tunnels to the trenches are also protected by heavy doors which can be easily closed and have loopholes, so that machine guns can command the stairways and entrances.

From the mine tunnel drifts have been run out at intervals in the direction of the German lines and in many cases they are under the German trenches. These drifts were formerly heavily charged with explosives which were connected with batteries that could be operated from the second system. In the tunnel there are also many listening posts where men could be stationed with various listening apparatus to detect any sounds that would indicate where the Germans were making counter mines.

The main mine tunnel was also mined, so that if the Germans broke into it at any place the charges could be exploded and result in either confining the Germans to a small part of the tunnel or annihilating them. During the past year there has been no extension of this mine system as it had been demonstrated that the results obtained were in no way commensurate with the outlay and cost. The British had also ascertained that the Germans had quit countermining and were of the same opinion as to the value of such mine warfare. A great many craters have been formed between the British and German lines by mines, but few of these, however, did very much damage to the enemy



PLATE XXVI. **ENEMY DEFENSES—LENS-LABASSEE FRONT, SEPT., 1918**

=Trenches xxxx=Wire Entanglements =Roads

1/100,000

and accomplished but little beyond checking countermining. At the present time a great many of the charges have been withdrawn and the listening posts are used but very little.

A third system of tunnels is in connection with the support system of trenches and one series of this system was at Vermelles. This system is used for a similar purpose as described above. In this case, as a shelter to house the garrison of the support system of trenches. One chief difference is that this latter tunnel system contains a complete first aid and dressing station, in fact, a complete hospital built underground.

The front line trenches in this sector were also examined and studied as to construction and equipment. The Commanding Officer in making the above investigations was accompanied by Major Perrin C. Cothran, Commanding Officer 1st Battalion; Captain Willard P. Sullivan, Acting Adjutant, and Captain Merwin Armstrong, Commanding Officer Company D.

The trench system of the 1st Corps Sector is shown on the attached map (*Plate XXVII*), which also shows the location of the "strong localities" which have been considered one of the chief features of the "plan of defense" in this sector.

The German systems of defense in front of the 1st Corps Sector are shown in Plate XXVI.

These "strong localities" were planned and constructed so as to be capable of sheltering from 300 to 500 men each and are equipped to withstand or check an attack. There was a known space left between these localities that was covered to a greater or less extent by machine gun fire from other localities. Any German attack that might succeed in advancing beyond these localities would undoubtedly do so by their forces passing between the "strong localities" and they would then be subjected to a flanking and rear fire. The arrangement of the trenches and wiring of four of these "strong localities" are shown as follows: Vermelles on Plate XXVIII, Noyelles on Plate XXIX, Noeux on Plate XXX, Annequin on Plate XXXI.

SEPTEMBER 9TH

The Commanding Officer and Captain Merwin Armstrong visited the First Army Headquarters at Ranchicourt where the Commanding Officer had a conference with Major General E. H. Atkinson, C. E. First British Army, and Major Wheatley, Staff Officer. We discussed in considerable detail the British method of drawing and issuing Engineer supplies, location of Engineer dumps, and general plan of Engineer work of the First Army. From Army Headquarters we went to First Corps Headquarters at Labuissiere where we had a conference with Captain Greene, Staff Officer of the C. E. of the First Corps. At this conference we obtained additional information, maps and literature regarding the question of supplies and equipment, and the area that was held by the First Corps. Also obtained information in regard to what would be expected of the Engineers in case an advance was made by the British. Following are the orders issued in regard to an advance:

ORDERS RELATING TO WORK OF ENGINEERS IN CASE OF ADVANCE ON 1ST CORPS FRONT (BRITISH)

CHIEF ENGINEER, I CORPS No. 3332/5

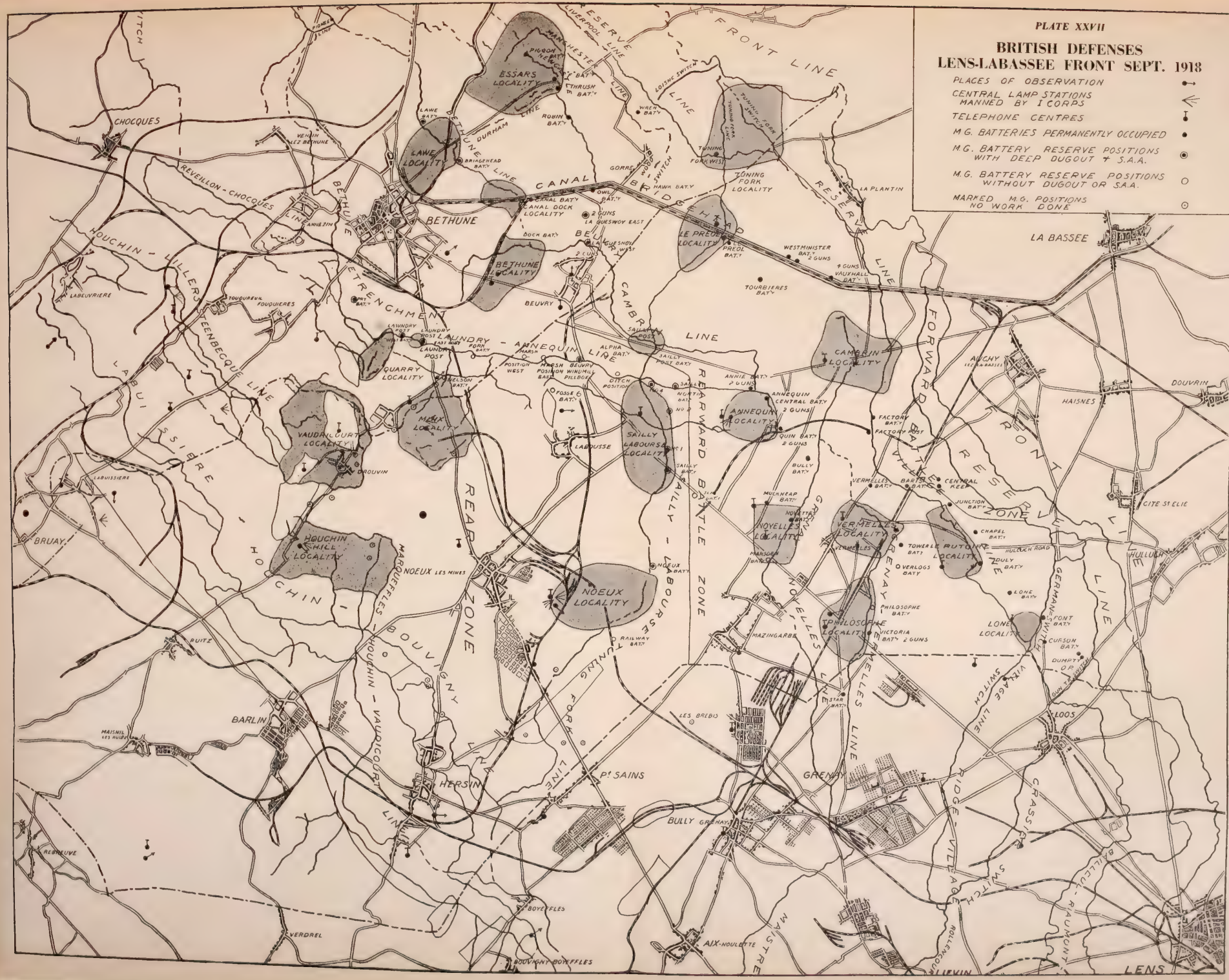
THROUGH C. R. E., I CORPS TROOPS

The attached "Notes on the Employment of I Corps R. E. in the Event of an Enemy Withdrawal Opposite I Corps Front" are forwarded to you for information and necessary action.

Preliminary reconnaissance for Stage I should be undertaken at once.

Work in hand will be continued with all men not required under the above scheme.

A slight withdrawal of the enemy has already taken place and Stage I may soon be reached.


PLATE XXVII
BRITISH DEFENSES
LENS-LABASSEE FRONT SEPT. 1918
PLACES OF OBSERVATION
CENTRAL LAMP STATIONS MANNED BY I CORPS
TELEPHONE CENTRES
M.G. BATTERIES PERMANENTLY OCCUPIED
M.G. BATTERY RESERVE POSITIONS WITH DEEP DUGOUT + S.A.A.
M.G. BATTERY RESERVE POSITIONS WITHOUT DUGOUT OR S.A.A.
MARKED M.G. POSITIONS NO WORK DONE
FRONT LINE
RESERVE LINE
LIVERPOOL LINE
MANCHESTER LINE
PIONEER LINE
ESSARS LOCALITY
PIGEON BATY
THRUSH BATY
LAWE BATY
ROBIN BATY
LAWE LOCALITY
BRIDGEHEAD BATY
DURHAM LINE
BETHUNE
CHOCQUES
VENDIN LES BETHUNE
REVEILLON - CHOCQUES LINE
ANNIE LINE
HOUCHIN - LILLERS LINE
LABEUVRIERE
TOUQUEREUL
FOUQUIERES
BETHUNE LOCALITY
BETHUNE TRENCHMENT
CANAL BATY
CANAL DOCK LOCALITY
2 GUNS LA QUESNOY EAST
DOCK BATY
LA QUESNOY WEST
CANAL BRIDGEHEAD
GORRE SWITCH
OWL BATY
HAWK BATY
TURNING FORK WEST
TURNING FORK SWITCH
TURNING FORK LOCALITY
TURNING FORK LINE
LA PLANTIN
RESERVE LINE
LE PREOL LOCALITY
LE PREOL BATY
WESTMINSTER BATY 2 GUNS
4 GUNS VAUXHALL BATY
TOURBIERES BATY
LA BASSEE
BEUVRY
CAMBRIN LINE
SAILLY POST
LAUNDRY POST
LAUNDRY FORK BATY
LAUNDRY LOCALITY
ALPHA BATY
QUARRY LOCALITY
NELSON BATY
POSITION WEST
MARSH BEUVRY POSITION WINNIPEG PILLBOX
DITCH POSITION
FOSSE 6 BATY
ANNEQUIN - LABASSEE CANAL
LABUISSIERE
LABUISSIERE - BRUAY SIDING
VAUDRICOURT LOCALITY
DROUVIN
MAZ LOCALITY
LABOUSSE
SAILLY LABOURSE LOCALITY
SAILLY POST BATY
ANNIE BATY 2 GUNS
ANNEQUIN CENTRAL BATY 2 GUNS
ANNEQUIN LOCALITY
CAMBRIN LOCALITY
FORWARD BATTLE ZONE
FACTORY BATY
FACTORY POST
QUIN BATY 2 GUNS
BULLY BATY
ALCHY
DOUVRIN
HAISNES
FRONT RESERVE ZONE
VERMELLES BATY
BARTS BATY
CENTRAL KEEP
JUNCTION BATY
CITE ST ELIE
MULBERRY BATY
NOVATTE BATY
NOYELLES LOCALITY
VERMELLES LOCALITY
CHAPEL BATY
TOWER LE RUTOIRE LOCALITY
HULLUCH ROAD
DULY BATY
OVERLOGS BATY
HULLUCH
BRUAY
HOUCHIN SMILL LOCALITY
HOUCHIN - BRUAY
NOEUX LES MINES
MARQUEFFLES
NOEUX BATY
NOEUX LOCALITY
REAR BATTLE ZONE
BOUVIGNY
BOUVIGNY - BOYEFFLES TUNNEL
NOYELLES - VERMELLES GREEN LINE
MARSOUIN BATY
PHILOSOPHE BATY
PHILOSOPHE LOCALITY
VICTORIA BATY 2 GUNS
MAZINGARBE
LONE BATY
LONE LOCALITY
GERMAN SWITCH
FONT BATY
CURSON BATY
DUMPTY OP
VILLAGE LINE
RUITZ
RAILWAY BATY
LES BREBIS
LOOS
BARLIN
MAISNIL LES RUITZ
HERSIN
Pt SAINS
STAR BATY
GRENAY
BULLY GRENAY
CRASSIER
REBREUVE
BOYEFFLES
VERDREL
AIX-NOULETTE
MAITRE
BOUVIGNY-BOYEFFLES
ROLLENCOURT
SLIEVIN
BALLEUL - RAUMONT
LENS

O's C. Units will be notified as soon as each stage may be considered to be in operation.
3/9/18.

Captain, R. E.,
S. O. to Chief Engineer,
I Corps.

NOTES ON THE EMPLOYMENT OF I CORPS R. E. IN THE EVENT OF AN ENEMY WITHDRAWAL OPPOSITE I CORPS FRONT

The retirement will be considered as taking place in three stages.

Stage I. A slight withdrawal to the line HULLUCH, AUCHY, CANTELEUX, COUR D'AVOUE FARM.

Stage II. A further withdrawal to the line WINGLES, DOUVRIN, LA BASSEE, LE TRANSLOY.

Stage III. A general and more rapid withdrawal to an indefinite line.

As a general principle, R. E. Units in I Corps will be employed as follows:

170th Tunneling Co., R. E.

(a) Investigation of Booby traps, as laid down in I Corps Instructions No. 20 para. 8.

(b) The preliminary repair for all traffic of the following roads:

Stage I. ANNEQUIN-CAMBRIN Road as far as the present British Reserve Line.

Stage II. CAMBRIN-LA BASSEE Road as far as AUCHY. LA QUINQUE RUE as far as SHETLAND Road and Road through CANADIAN ORCHARD to RUE de MARAIS.

Stage III. CAMBRIN-LA BASSEE-SALOME Road. AUCHY-HAISNES-DOUVRIN Road.

3rd Australian Tunneling Co.

(a) Investigation of Booby traps, as laid down in I Corps Instructions No. 20.

(b) The preliminary repair for all traffic of the following roads:

Stage I. ANNEQUIN-CAMBRIN Road as far as the present British Reserve Line. HARLEY STREET and continuation to FESTUBERT.

Stage II. CAMBRIN-LA BASSEE Road as far as AUCHY. LA QUINQUE RUE as far as SHETLAND Road and Road through CANADIAN ORCHARD to RUE de MARAIS.

Stage III. CAMBRIN-LA BASSEE-SALOME Road. AUCHY-HAISNES-DOUVRIN Road.

3rd Australian Tunneling Co.

(a) Investigation of Booby traps, as laid down in I Corps Instructions No. 20, para. 8.

(b) The preliminary repair for all traffic of the following roads:

Stage I. HULLUCH Road from VERMELLES as far as the QUADRILATERAL.

Stage II. HULLUCH Road as far as HULLUCH. LENS-LA BASSEE Road from HULLUCH to HAISNES. LOOS-HULLUCH Road as far as HULLUCH.

Stage III. HULLUCH - MEURCHIN Road and the VENDIN-DOUVRIN Road.

WATER SUPPLY

290th A. T. Co., R. E.

Stage I. Repair of existing forward pipe lines and stand pipes.

Stage II. Construction of Water Cart Filling Points about present British Front Line, and preparation for Horse Troughs to be erected for Stage III.

Stage III. Thorough reconnaissance of all Water Supply in reconquered territories and development as circumstances demand. Further details will be issued later by I Corps Water Supply Officer.

REPAIR OF BRIDGES

560th A. T. Co., R. E.

Stage I. Road Bridge at PONT FIXE. Clear away all débris of existing bridge and prepare the abutments for new bridge.

Stage II. Complete PONT FIXE Bridge.

Stage III. Reconnoiter and do all necessary repairs to the following bridges:

(a) Canal Bridge in LA BASSEE, A.12.d.

(b) Canal Bridge in BENIFONTAINE, H.8.d.

(c) Canal Bridge in MEURCHIN, H.5.d.

(d) Canal Bridge in PONT A VENDIN, I.19.c.1.7.

The transport which will be available cannot be stated at present, but every economy must be exercised in this respect.

Reconnaissance is all important, and reports should be got back to Corps H. Q. as early as possible with full particulars to enable transport and materials to be obtained and got forward.

Every use must be made of materials on the site, or from German R. E. Dumps, full particulars of which are required as early as possible.

Companies must work in close liaison, and assist each other by exchanging reconnaissance reports and if necessary with skilled labor.

O.'s C. Tunneling Companies should get in touch with Corps Road Officer (Major Rosevear), who will give advice as to the best methods of tackling road repairs. The Corps Road Officer will undertake the supply of Road metal, and in most cases the final surface metaling will be done by him.

Captain, R. E.,
S. O. to Chief Engineer, I Corps.
September 3rd, 1918.

SECRET

Chief Engineer, I Corps No. 3332/5

Through C. R. E., I Corps Troops

In continuation of my number 3332/5, *dated* 3/8/18

In view of the recent withdrawal of the enemy the following work will now be pushed on:

170*th Tunneling Coy.* Stage I complete.

3rd Australian T. Coy. Stage I. This work should be undertaken by night and with only small parties by day as the enemy still occupies Fosse 8.

290*th A. T. Coy., R. E.* Stage I complete. Stage II, except for the final erection of water troughs and standpipes, which might be observed by the enemy.

560*th A. T. Coy., R. E.* Stage II complete.

Captain, R. E.,
S. O. to Chief Engineer, I Corps.
8/9/18.

SECRET

C. E., I Corps No. 3332/5

In continuation of my No. 3332/5 dated 3.9.18, the following are further particulars of the work to be done on Roads, Bridges and Water Supply:

1. *ROADS.*

(a) HARLEY STREET and continuation to FESTUBERT is to be repaired as a one-way Lorry road to form a circuit from the CAMBRIN Main Road to the TUNING FORK. The minimum width should be 15 ft. Crossing places should also be constructed at not more than 300 yards interval; the width at such places should not be less than 18 ft.

(b) The QUINQUE RUE from FESTUBERT and continuation through RUE de MARAIS to the LA BASSEE-ESTAIRES Road to be repaired as in (a).

(c) CAMBRIN-LA BASSEE Road is to be repaired to a minimum width of 21 ft., but where possible the full width of the existing road should be aimed at.

(d) VERMELLES-HULLUCH Road. The existing width of this road is 11 ft., but while the first necessity is to repair it across NO MAN'S LAND to this width, this road will subsequently have to be widened to 18 ft. As much as possible of the widening should be undertaken at once. The route to be taken through HULLUCH to WINGLES depends on the state of the crossing of the FLOT de WINGLES, which will have to be reconnoitered later. The likely crossings are at (a) H.14.c.0.4, (b) H.8.d.4.2, (c) H.3.d.8.5.

(e) LOOS-HULLUCH Road is to be repaired to 15 ft. wide.

2. *BRIDGES.*

(a) PONT FIXE Bridge is being repaired for single traffic of all loads, excluding heavy tanks.

(b) LA BASSEE Bridge will be reconstructed, if possible for double traffic, one-half being strengthened to take heavy tanks.

(c) The Bridge across the FLOT de WINGLES at HULLUCH, the site of which will be sited after reconnaissance, will be constructed for single traffic for all loads, excepting heavy tanks.

(d) The site and nature of the Bridge to be constructed across the HAUTE DEULE Canal will be settled after a reconnaissance has been made.

All Bridges on completion will be clearly notice-boarded, showing (a) maximum speed over the bridge, (b) maximum load.

3. *WATER SUPPLY.*

In the event of Stage III coming into force, the following system of Water Supply will be used:

(1) On the Main Roads in the reconquered territory, a series of 400-gall. tanks, fitted with Water Bottle Filler and Water Cart Points, will be placed at suitable points at not more than 1000 yards interval.

The tanks will be kept filled by the Motor Tank Lorries, which will draw water from the Water Points established in Stages I and II.

(2) Reconnaissance of the territory will be carried out as far forward as possible, and taking into account the position and concentration of troops, schemes of possible pumping supplies will be formulated and forwarded to the W. S. O. of Corps.

The most suitable ones will be selected and put in hand.

Full use must be made of existing supplies, and all contaminated sources avoided and marked as such.

(3) Wells will be examined and tested in accordance with Section 6 of I Corps Notes on Administration in the Event of an Advance, dated 27/8/18, and where necessary windlass and bucket pumps will be erected in the best wells near possible billets.

(4) All installations will be carefully and clearly notice-boarded, giving details of the number of Lorries or Carts that can fill, Water Bottle Fillers, etc., with direction boards from the Main roads.

(5) The watering of horses will be provided for by means of 600-gall. Canvas Horse Troughs, which, together with Lift and Force Pumps on strong platforms, will be placed at all suitable points. Where possible, 1000 horses will be provided for at one point.

All Horse Watering Points will be notice-boarded, giving number of horses per hour.

As soon as possible these temporary points will be replaced by large central watering points with machine pumps.

(6) All pumps, tanks, horse troughs, pipe lines, etc., will be marked on a map and forwarded to the W. S. O. as soon as possible.

(7) As the troops, transport and horses move forward, the same system will be extended. Back area supplies no longer needed will be salved and the machinery utilized for the forward work.

(8) The installation of tanks and all water supply points will be undertaken by the 290th Army Troops Coy., R. E., who will keep in close touch with the Units with Horse Transport.

All water points will be maintained and patrolled by them.

(9) There will be an Army Stores Dump established in LES BREBIS where stores can be drawn on the signature of an officer of the 290th Army Troops Coy., R. E.

Captain, R. E.,
S. O. to Chief Engineer, I Corps.
12/9/18.

SEPTEMBER 10TH

The Commanding Officer and Captain Charles R. Humphreys, Topographical Officer, went to First Army Headquarters. Captain Humphreys was detailed to study the

water supply and method of handling the water supply in the First Corps area and was accompanied by a British Engineer officer in a study of the ground and method of locating water supply points, horse troughs, etc. The Commanding Officer accompanied Major General E. H. Atkinson in a tour over the First Army area, visiting the various Army shops and factories. The first stop was at Aire where was located the First Army concrete factory where concrete blocks are made for machine gun shelters as described in Chapter VII. They sent out from this factory all the blocks and rods necessary to complete one of these shelters. They are similar to the shelters that the regiment built while in the Ypres Canal Sector. The labor used at this factory is chiefly Chinese, supervised by British N. C. O.'s.

At Bergueneuse the First Army camouflage factory was inspected. At this factory the Army prepared the screens and canvases used to camouflage work, guns, dumps, etc. Employees are nearly all women. The stock screens are made of netting to which the women tie colored strips of burlap. The officer in charge of the factory works out the colors to go in the screens. Special canvases are also painted at this factory to represent brick and stone walls, hedges, trees, etc. Samples of camouflage material from this factory and from other sources have been collected by the First Army and are used at the Camouflage School at Boulogne. This school was attended by the detail under Lieut. Stroup.

At Auchy-les-Hesdin the machine shops of the First Army were inspected. It is a very complete machine shop and has connected with it a small foundry. The plant is able to carry on all kinds of repair work for the Army and manufactures such new materials as are required. In connection with this plant is a small munition factory at which are made the large torpedoes that are used in cutting and destroying enemy barbed wire entanglements. These torpedoes are 2½ inches in diameter and from 10 to 40 feet long and when used are put together similar to an extension fishing rod. The detonator is not inserted until the torpedo has been put together and pushed under the enemy's wire.

At Monchy-Caygraux the site of the 1st Army Bridge School was inspected. The Commanding Officer on request of Major General E. H. Atkinson arranged to send a detail of 25 men and a Master Engineer to assist in completing the buildings necessary for the opening of the school early in October.

SEPTEMBER 15TH

The Commanding Officer, accompanied by Captain Guy L. Winthrop, Commanding Officer Company B; Captain Fred D. Stafford, Adjutant 1st Battalion, made a trip to the Corps Headquarters, 1st Corps, to study conditions in the forward area and to obtain information in regard to Engineer supplies. The Commanding Officer had a conference with Major Wheatley, Staff Officer of C. E. of the 1st Army, in regard to the Nord Canal. Considerable valuable information and aerial photographs were obtained regarding this canal. If an advance should be made along this front the 105th Engineers with the 1st Army would encounter the problem of the crossing of this canal. All information possible was also obtained in regard to bridges in the area east of the present line. Bridge material available in the First Army Sector and plans were discussed as to what bridges would probably be necessary for crossing this canal. Maps of the area to be crossed were obtained and studied.

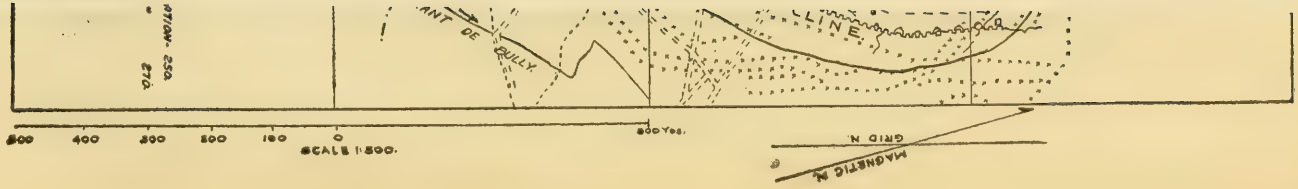
Bethune and surrounding area were visited.

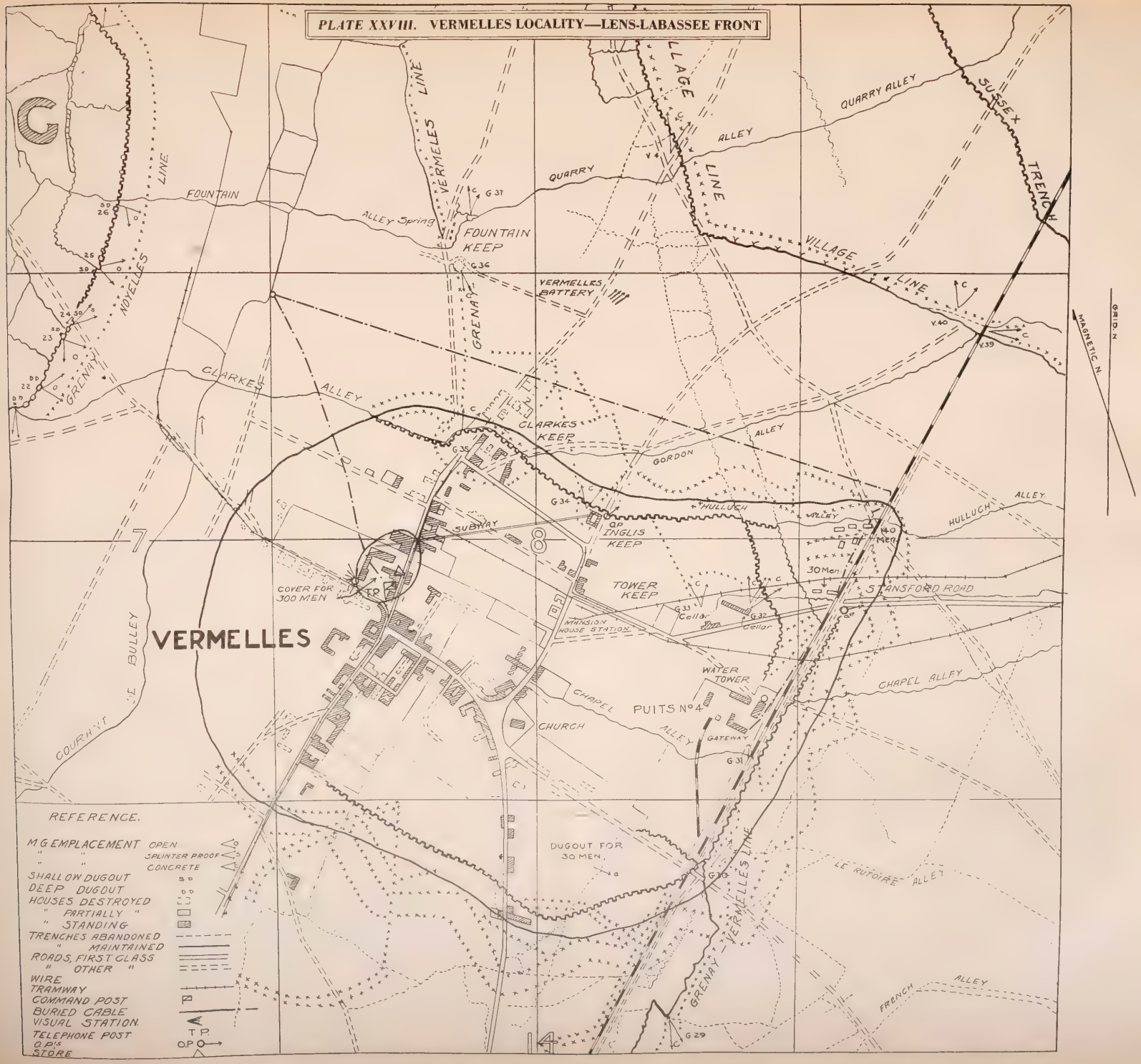
SEPTEMBER 16TH

Major General E. H. Atkinson, C. E. of the 1st Army, sent the Commanding Officer 105th Engineers the following telegram:

"An officer of 172nd Tunneling Company will meet you at seven cross roads Arras G 21 b 4.7 at 11:00 A. M. to-morrow morning." (Monday, September 16th.)

The Commanding Officer of the regiment and Captain Clarence E. Boesch, Adjutant, went to Arras and met the officers of the


ANT DE BULLY
LINE
STATION 250
E70
800
400
300
200
100
0
SCALE 1:500.
800 Yds.
GRID N.
MAGNETIC N.


PLATE XXVIII. VERMELLES LOCALITY—LENS-LABASSEE FRONT
VERMELLES
FOUNTAIN KEEP
VERMELLES BATTERY
CLARKES KEEP
TOWER KEEP
INGLIS KEEP
MANSION HOUSE STATION
WATER TOWER
PUITS N°4
CHURCH
COVER FOR 300 MEN
DUGOUT FOR 30 MEN
30 Men
40 Men
QUARRY
QUARRY ALLEY
ALLEY
SUSSEX TRENCH
VILLAGE LINE
VERMELLES LINE
NOYELLES LINE
GRENAY
CLARKES ALLEY
GORDON ALLEY
HULLUCH ALLEY
STANSFORD ROAD
CHAPEL ALLEY
LE RUTOIRE ALLEY
FRENCH ALLEY
COURT ST. BULLEY
SUBWAY
GATEWAY
Alley Spring
Cellar
MAGNETIC N.
GRID N.
REFERENCE.
M.G. EMPLACEMENT OPEN
" " SPLINTER PROOF
" " CONCRETE
SHALLOW DUGOUT
DEEP DUGOUT
HOUSES DESTROYED
" PARTIALLY "
" STANDING
TRENCHES ABANDONED
" MAINTAINED
ROADS, FIRST CLASS
" OTHER "
WIRE
TRAMWAY
COMMAND POST
BURIED CABLE
VISUAL STATION.
TELEPHONE POST
O.P.'s
STORE

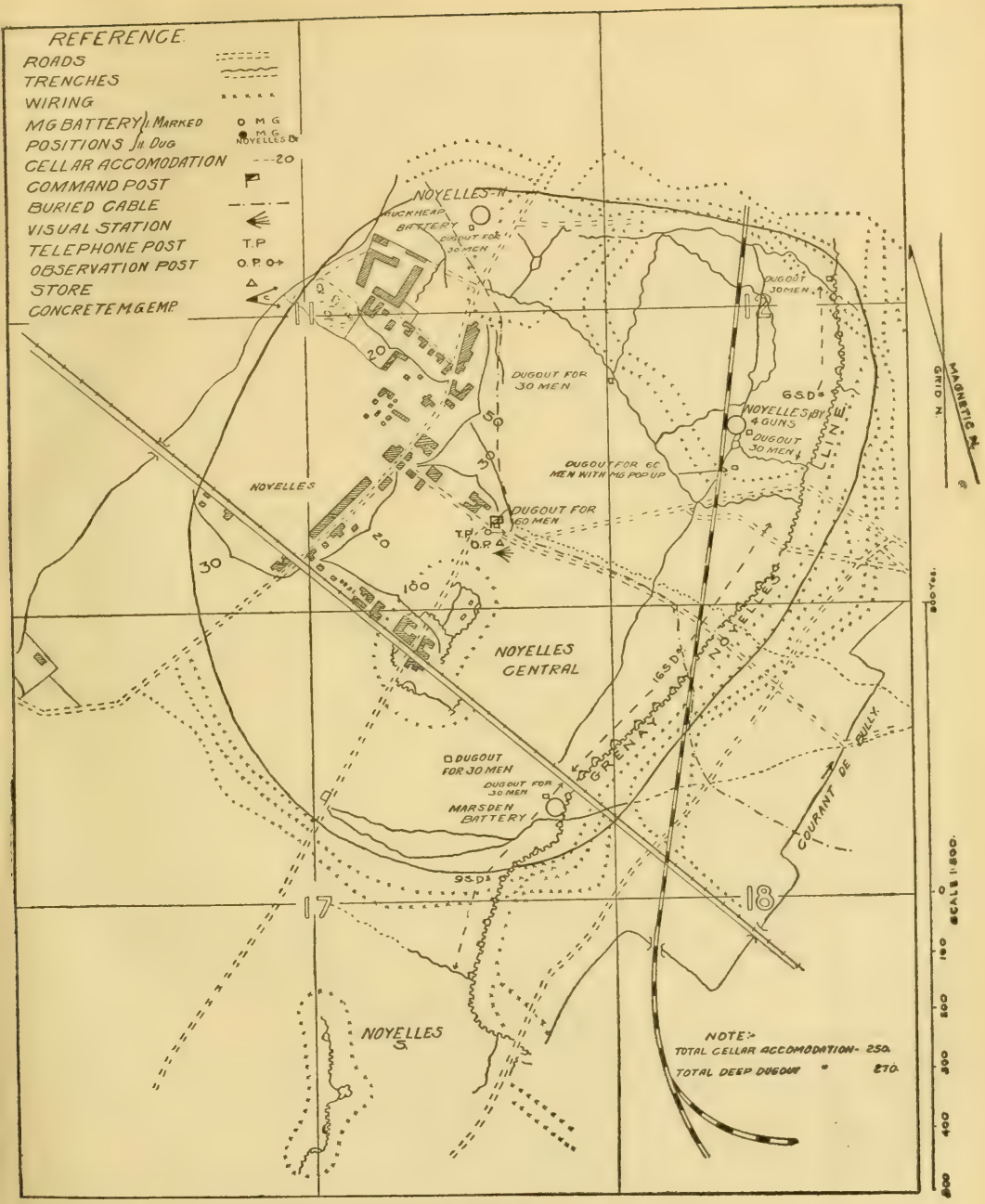


PLATE XXIX. NOYELLES LOCALITY—LENS-LABASSEE FRONT

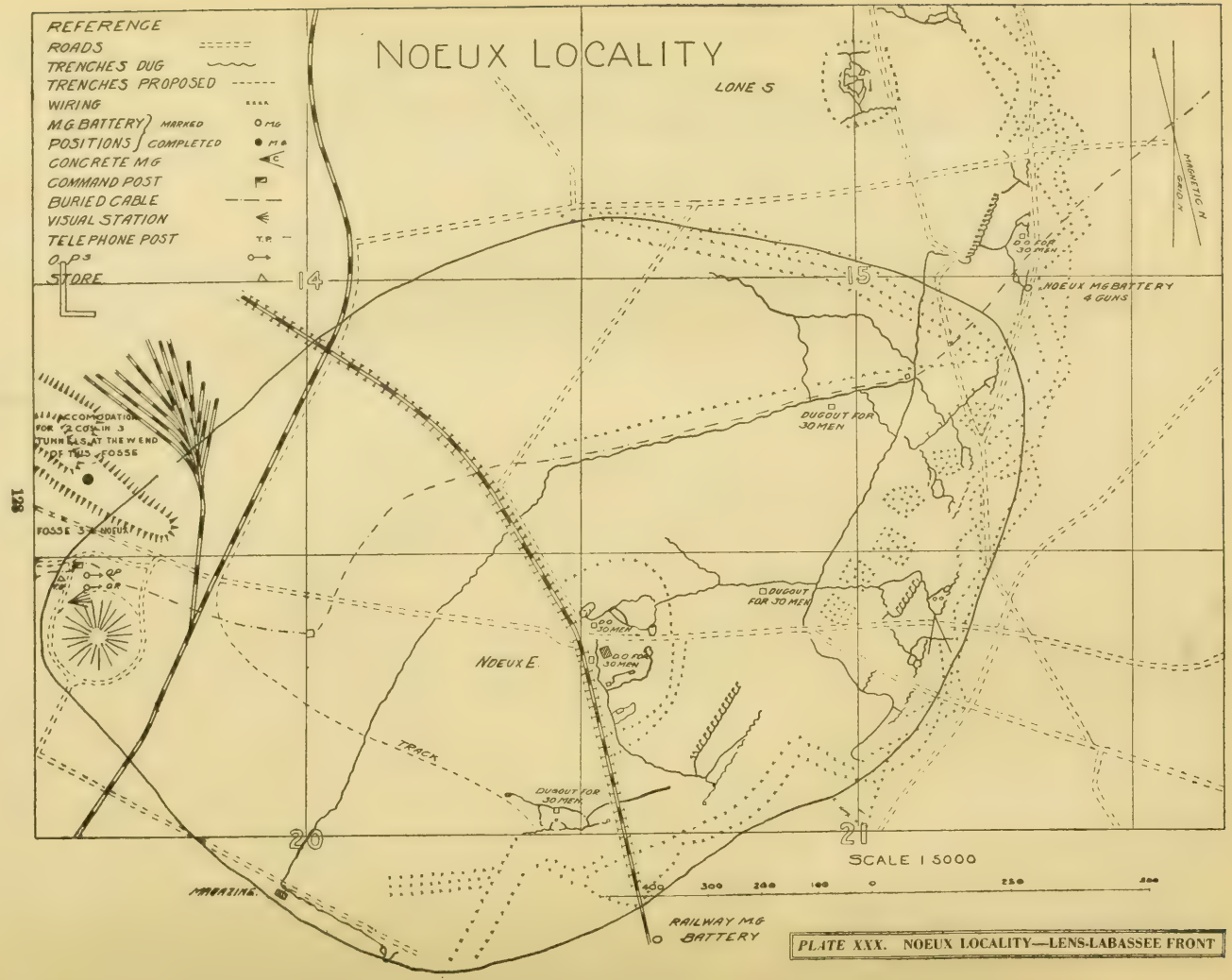


PLATE XXX. NOEUX LOCALITY—LENS-LABASSEE FRONT

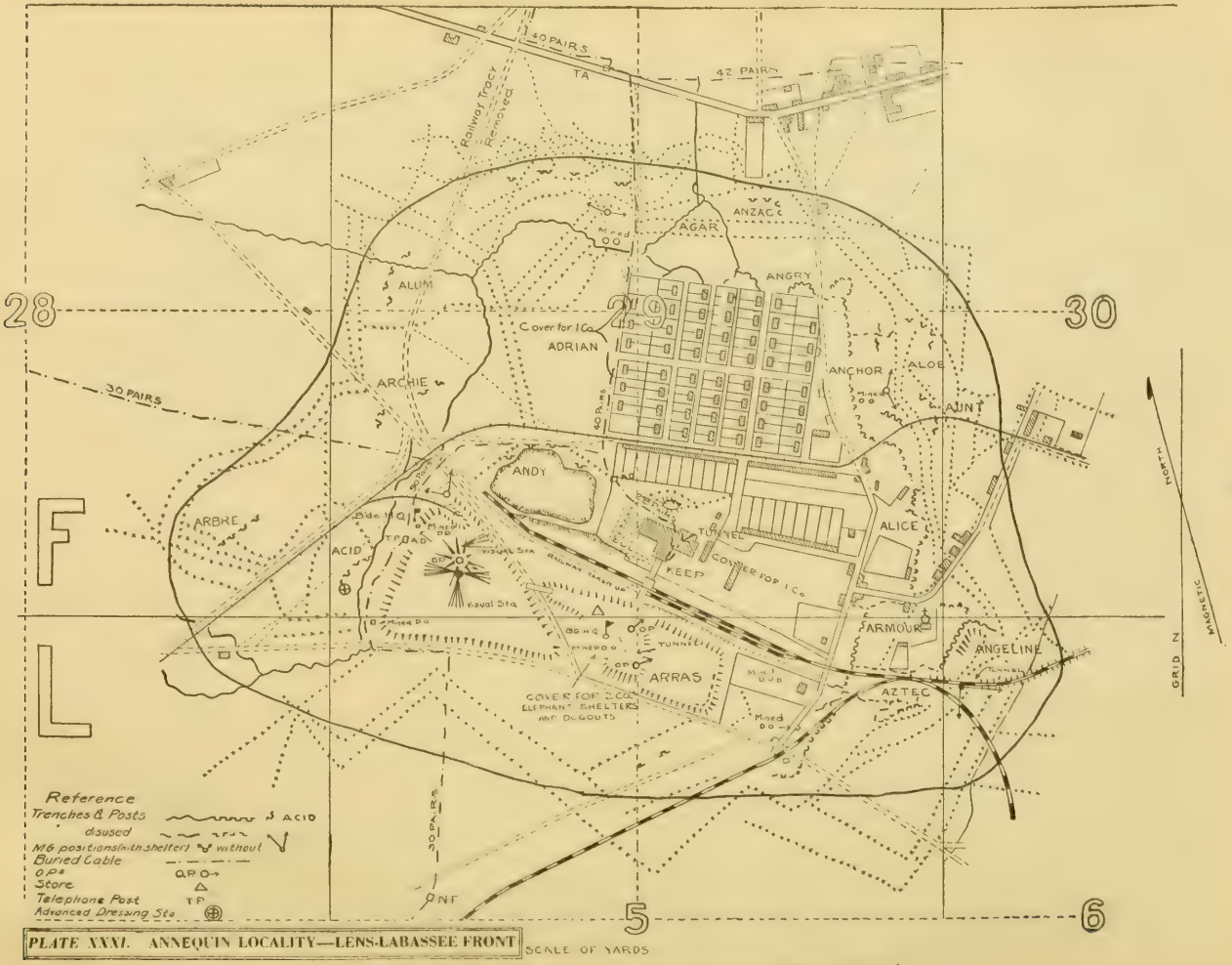


PLATE XXXI. ANNEQUIN LOCALITY—LENS-LABASSEE FRONT

172nd Tunneling Company at the place designated. With them an inspection was made of the tunnel and cave system of Arras. The Arras underground system of works consists of tunnels and drifts connecting a large number of limestone caves. These caves had been converted into quarters for men and officers and they lived in these similarly as the British lived in the tunnel systems north of Lens. The British had also connected up these caves by tunnels with the old sewer openings of the city. They had entrances to these sewers in the center of the city so it was possible to take troops from the center of the city to the front line all the way underground. These front line trenches were 2,000 yards in front of Arras. The whole system is lighted by electric lights and the lighting, quarters, etc., were similar to the system near Lens.

These tunnels were also mined at intervals and the charges connected with batteries at certain points along the tunnel system.

THIRD BRITISH AREA

A study of the defense systems and terrain was started in the 3rd British Army area as it was expected that the Engineers might be thrown in that line at any time.

SEPTEMBER 11TH

The Commanding Officer accompanied General H. B. Ferguson to the forward area of the 3rd British Army east of Bapaume, going via Albert, La Boissette, Pezieres, Courcelette, Le Sars, Warlencourt, Bapaume, Fremicourt, Beugny and Beaumetz. The car was left at Beaumetz and we walked to the top of a hill beyond that gave a good view of the country in front. The church spires of Cambrai could be seen in the distance. A study was made of the terrain and the methods employed by the British in handling supplies, maintaining roads, and constructing light railways. Harincourt Woods nearby, which were held by the British, were still subject to counter-attacks and were constantly being shelled. A gas attack was observed which was made on the woods west of Cambrai. The battle was confined largely to artillery.

SEPTEMBER 14TH

Captain Charles R. Humphreys was detailed for work with the 5th Corps of the 3rd British Army at Senlis to study water supply methods with the Corps Water Supply Officer of the water problems of the advanced area occupied by this Corps. Lieutenant McDonald was also detailed for bridge work with the 5th Corps of the 3rd Army.

SEPTEMBER 17TH

To-day Regimental Headquarters moved to Herisart in the 3rd British Army area. The principal problem for the Engineers in this area was the water supply for the several units of the division. Work was begun on this soon after reaching Herisart. The Commanding Officer and Captain Willard P. Sullivan, Acting Adjutant, visited Rubenlire, Septenville, Pucheviller, Toutencourt, investigating sources of water for the men and horses and also bathing facilities. The investigation showed that considerable work was necessary to obtain the adequate supply of water for all purposes.

SEPTEMBER 18TH

Work on the water problem was continued. The Commanding Officer and Lieutenant Howard S. Robinson, 105th Engineers, visited 5th Corps Headquarters at Senlis, where the Commanding Officer had a conference with General Stephenson, Corps C. E., arranged for drawing supplies from Army dump at Rosel and was given blanket authority to draw what was needed for the Division. Also arranged with Water Supply Officer regarding adequate water supply for the Division, and obtained general information regarding water supply in the advanced area.

(Signed) JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.,
Commanding 105th Engineers.

CHAPTER IX

PREPARATIONS FOR THE ATTACK ON THE HINDENBURG LINE, NORTH OF ST. QUENTIN, SEPTEMBER 23RD, 1918, TO SEPTEMBER 29TH, 1918

(All map references refer to map, Plate II.)

It has been shown that on September 22nd the regiment (less 200 men of Company C, Company D and seventeen men of Company E) moved from the Talmas area to Bernes by bus.

The Division, together with the 27th Division forming the II American Corps, was moving forward in the sector occupied by the IV British Army, to which we were now transferred. Two hundred men of Company C were on detached service with II Corps Headquarters and were preparing advanced headquarters for them near Assevillers. Company D and seventeen men from Company E remained at Talmas on the 22nd and moved forward by bus to the Tincourt area with the 59th Brigade the night of September 22nd-23rd, arriving at 0400 hours September 23rd. They were camped in Bois du Buire.

Regimental Headquarters and Division Engineer's office, which were one, as Lieut. Colonel Joseph Hyde Pratt was Division Engineer and commanding the Regiment, had moved on September 22nd to Bois du Buire. Division Headquarters was also located in this wood.

The Engineer Train and transports, less Company D transport, moved by road nights 21st-22nd and 22nd-23rd, arriving Bernes 0400 hours September 23rd. Company D transport moving at same time arrived Bois du Buire 0600 hours September 23rd.

Upon arrival at Bernes, the Regiment (less 200 men Company C, Company D and seventeen men of Company E) came under the IX Corps of the Fourth British Army and were assigned to duty with the Second Canadian Railway Troops under orders of R. C. E. 4 and were to assist in rebuilding the normal gauge road from Roisel to St. Quentin, which road had not been repaired since its destruction by the enemy during his retreat in 1914.

SEPTEMBER 23RD—RAINING

September 23rd was spent in making camp by digging in and camouflaging, there being no cellars unoccupied and the enemy very active in the air and with artillery. The Regimental Commander had a conference with General H. C. Holman, D. A. and Q., 4th British Army, and Colonel Clark, commanding the 2nd Canadian Railway Troops, at Colonel Clark's headquarters at Montigny Farm in regard to the work of the 105th Engineers with the Canadian Railway Troops. Canadian Railway officers with a detail of officers of the Regiment under Major Lyerly made a reconnaissance of the railway and the work to be done.

SEPTEMBER 24TH—FAIR

On the morning of September 24th Companies A, E and F were sent to work on the railway. Orders were received soon after they left camp transferring the Regiment from the 9th British Corps back to the 30th Division, with instructions to move at once to Hervilly, where they would be met by guides and shown to camping area.

The Regiment (less Company D, two hundred men of Company C and seventeen men of Company E) moved from Bernes to Hervilly by march, arriving at 1145 hours. Guides failing to appear, commanding officer of each battalion picked out a camp site and the men pitched their shelter tents. Major Cothran met Lieut. Colonel Henderson of the Australian Corps in the morning and reconnoitered the work on which the Australian

Engineers had been engaged and which was to be "turned over" to the 105th Engineer Regiment.

Two platoons from Company A were sent to relieve the Australian Engineers in the line, one platoon under Lieut. Taylor going to Jeancourt where they relieved the First Australian No. 2 Company and one platoon under Lieut. Griffin reporting to L 10 a 7.7 (*Plate II*), southwest of Hargicourt, and relieved the 3rd Company, 1st Australian Engineers. Captain Brooks of Company A reported to Commanding Officer 59th Brigade at Jeancourt, L 26 d 1.1. In the afternoon Lieut. Colonel Joseph Hyde Pratt, C. O. 105th Engineers, and Captain Willard P. Sullivan, Acting Adjutant, attended a conference at which were present Brig. General C. H. Foot, Chief Engineer of the Australian Corps, who presided; Brig. General H. B. Ferguson, II American Corps Engineer; Colonel Pillsbury, C. O. 102nd Engineers; officers from First and Second Australian Tunneling Companies and officers from the Third and Fifth Australian Pioneer Battalions. At this conference the plan of operations and assignments of troops was explained by Brigadier General Foot for the attack on the Hindenburg Line, which was to be made on September 29th, though the date was not then known.

From September 23rd to September 28th Company D with a detail of seventeen men from Company E were engaged in work at Division Headquarters, laying duck boards, making and repairing roads, guard duty, and the making of road and water signs to be used in the advance of September 29th. They also made many wooden crosses for use in marking graves.

The Band was ordered back from Bernes to Bois du Buire and attached to Company D.

The topographical section and a detail of carpenters were also ordered back from Bernes to Bois du Buire and attached to Division Engineer's office.

Lieut. Jack Neuer of the Engineer Train was put on special duty with the Division Motor Transport Section to take charge of the upkeep of lorries and motor vehicles for the Division. He remained on this detached service and was never returned to active duty with the Engineer Train.

SEPTEMBER 25TH—FAIR

The C. R. E. of the 1st Division Australian Engineers turned over to the Division Engineer and C. O. of the 105th Engineers. Captain B. S. Dowling, Adjutant 1st Division Australian Engineers, was attached to the regiment as liaison officer and as such rendered us most valuable service. His familiarity with methods of handling Engineer supplies and his knowledge of what was needed to meet conditions in this sector were a great help, particularly as most of our Engineer supplies came through the Australian Corps. A reconnaissance was made in the morning by Colonel Pratt with Major Maclean of the 5th Australian Pioneer Battalion of the Red and Black Roads as far as Hargicourt and in vicinity of Villeret, after which a conference was held with commanding officers of 1st and 2nd Battalions, 105th Engineers, 5th Australian Pioneers and 2nd Australian Tunneling Company, when locations of headquarters for these units during the coming attack of the 29th were decided upon. While making road reconnaissances, Colonel Pratt also selected the locations for advanced Engineer dumps.

The work by companies follows:

Company A: The two platoons of A Company who relieved the Australians were working on roads and tracks, keeping them repaired. The other two platoons of A Company worked on the Jeancourt-Hargicourt road, to be used for motor ambulances, as L 10 a 7.7 was selected as a location for dressing station.

Company B: Company B furnished two details of 100 men each who reported to the two Artillery group commanders and were used for opening new gaps in the wire entanglements to facilitate the movement of the Artillery in the attack. There were old gaps through which the Artillery might move, but

the enemy had registered often on these and it was considered wiser to make new ones. These two details also prepared tracks through these gaps after cutting them.

Company C: Two hundred men of Company C continued on detached service at II American Corps Advanced Headquarters near Assevillers. A detail worked under Lieut. Field of Company D on advanced Division Headquarters at K 11 c 5.5.

Company D: One platoon of Company D under Lieut. Field and a detail from Company C were engaged in preparing the camp at K 11 c 5.5 northeast of Roisel for advanced Division Headquarters. There were some Nissen huts in the old quarry here and in addition to repairing these, 20 shelters for four men each were excavated in the walls of the quarry for protection from air raids. The remainder of Company D and the 17 men from Company E continued work at Division Headquarters at Bois du Buire.

Company E: The company remained at Hervilly.

Company F: The company moved from Hervilly to Jeancourt, where they reported to Captain De Grut, C. O. No. 1 Section of the 2nd Australian Tunneling Company, to whom they were attached for work in the coming attack. In the afternoon the officers and N. C. O.'s were engaged in road reconnaissances.

First Battalion Headquarters: In the evening a conference was held at Regimental Headquarters at Bois du Buire when the plans were discussed for laying the "jumping off tape" on the night of September 28th-29th. This conference was attended by C. O. 1st Battalion, Major Cothran.

SEPTEMBER 26TH—FAIR

The work for the day was carried out by the separate units of the organization as follows:

Headquarters Company: In the afternoon a detail from Headquarters Company under Master Engineer Thomason was engaged at the Roisel dump making up shovels and picks, axes, long and short screw pickets, barbed wire and sand bags into one-man bundles for the forward dumps. These Engineer supplies were carried to forward dumps under cover of darkness by lorries. With few exceptions these supplies had been brought forward from Bray sur-Somme and from Vignacourt. (*See Plate XXV.*) The dump at Roisel was a captured enemy dump which had been burned and the only undamaged materials consisted of some concertina entanglements and some spools of barbed wire in 100 yard rolls. It was necessary to bring all horse troughs and well repairs from Bray sur-Somme. Lieut. Robinson, Stores Officer, with such of twelve lorries as could be kept in running order, with loading details from Headquarters Company were engaged in this work.

Company A: The company continued the work as outlined above with two platoons in the line who were engaged in keeping roads and tracks repaired. The other two platoons continued work on the Hargicourt-Jeancourt road. The platoon under Lieut. Griffin at L 10 a 7.7 suffered three casualties in the evening from gas shells.

Company B: The two details of one hundred men each continued work on tracks and passages through the wire.

Company C: The two hundred men on detached service continued work at II Corps Headquarters near Assevillers and the detail under Lieut. Field was working on Division advanced Headquarters.

Second Battalion

Second Battalion Headquarters moved in the morning from Hervilly to K 33 b 3.7, Major Lyerly reporting to Major Mullican, C. O. 2nd Australian Tunneling Company, with whom he was to coöperate during the attack of September 29th. In the afternoon a conference was held between Major Mullican, officers of the 2nd Australian Tunneling Company, and Major Lyerly, at which the details for coöperation and organization of units of the 2nd Australian Tunneling Com-

pany with Companies E and F were worked out and decided upon for the attack of the 29th.

Company D: The company continued the same work as on the 25th except that in the afternoon the seventeen men from Company E who had been attached to the company moved by march to L 1 c 4.6, where they joined the company.

Company E: The company moved in the afternoon from Hervilly to L 1 c 4.6, where Lieut. F. B. Warfield, commanding, reported to Captain Smith, commanding No. 2 Section of the 2nd Australian Tunneling Company, to whom Company E was now attached, for the attack of September 29th. The detail of seventeen men who had been with Company D since September 22nd reported to the company for duty.

Company F: The officers and N. C. O.'s of Company F continued road reconnaissances preparatory to the attack of the 29th.

SEPTEMBER 27TH—FAIR

The same disposition of the units of regiment was maintained with the exception that the Engineer Train which had remained at Bernes moved by march to Hervilly.

First Battalion

The First Battalion had been assigned the duty of properly laying the "jumping off tape" for the Infantry. This work, of course, had to be done under cover of darkness and on the night before the attack was to start. In order to be as familiar as possible with the terrain where this tape was to be laid, Major Cothran, under whose supervision the task was to be done, with the officers of Company A who were to assist, Capt. Brooks, Lieuts. Griffin and Taylor, made a daylight reconnaissance as far as was practical. Again at night they reconnoitered the ground and placed several ammunition boxes to mark the line on which the tape should lie. They also noted other features of the topography.

Company A: The company continued the work on roads and tracks as on yesterday, while Captain Brooks, Lieut. Griffin and Lieut. Taylor accompanied Major Cothran on reconnaissances as outlined above.

Company B: The details from Company B continued work on the artillery tracks through the wire.

Company C: The company worked as on yesterday.

Second Battalion

During the morning and at the request of the Division Surgeon, Colonel Whaley, through the Division Engineer, Major Lyerly made a reconnaissance of the road from L 15 b 5.1 to Templeaux for the purpose of having this road made fit for motor ambulances in order that the wounded from the right sector might be evacuated over this to the dressing station at Templeaux. After this reconnaissance one platoon of Company E and one company of the 118th Infantry were put to work on the repairs necessary.

In the afternoon Major Lyerly attended a conference at the Regimental Headquarters with Brig. Gen. H. B. Ferguson, Lieut. Colonel Joseph Hyde Pratt and Lieut. Robinson, Stores Officer, at which conference final arrangements were agreed upon for carrying out the road work in the attack on the 29th.

Company D: One platoon of Company D under Lieut. Field, with a detail from Company C, continued the work on the advanced Division Headquarters at K 11 c 5.5.

One platoon under Lieut. Stroup knocked down three Nissen huts at Bois du Buire and moved them by lorries to Templeaux for erection to be used for a dressing station.

The remainder of Company D continued work at Bois du Buire. In the afternoon Captain Armstrong of Company D and Captain Sullivan, Acting Adjutant, reconnoitered the site on which Company D would camp while attached to the 5th Australian Pioneer Battalion, which had moved forward from Peronne in the morning. Major Maclean, commanding, was found in the quarries between

Templeaux and Hargicourt and arranged for guides to meet Company D on the 28th.

Company E: One platoon of Company E, under Lieut. McDonald, with one company from the 118th Infantry worked from noon until night on the road from L 15 b 5.1 to Templeaux to be used for motor ambulances in evacuating the wounded on September 29th.

The other officers of the company with the N. C. O.'s made reconnaissances of the roads they were to be engaged on during the attack.

Company F: The officers and N. C. O.'s continued reconnaissances of the roads they were to be engaged on on the day of the attack.

The following orders were issued this date:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Sept. 27th, 1918.

SECRET

OPERATIONS ORDER
No. 1

1. The Second Battalion will be used in road construction as Corps troops under the C. E. of the Australian Corps as per Corps Engineer's instructions No. 22 of 24th September, 1918. Company "D" will be attached to the 5th Australian Pioneer Battalion, with headquarters at L 3 b 5.7, for work on the FIRST TASK. Companies "E" and "F" will be attached to the 2nd Australian Tunneling Company, with headquarters at L 33 b 2.7, for work on the SECOND TASK. At the completion of the tasks the companies will come under the command of the division, and the commanding officer of the Second Battalion will assume command of the Second Battalion.

2. The First Battalion will remain as Division Engineer troops under the command of the Battalion Commander. Battalion Headquarters will be at HERVILLY K 23 d 5.2.

Company "A," less detail, will search for "booby-traps" and mines, and will work on water supply and reconnaissance under Company Commander. Detailed instructions are given in Appendix A herewith.

Company "B" will be held in readiness to assist in consolidating the line on the right flank. The C. O. Company B will report to C. O. 117th Infantry and will remain at Regimental Headquarters to consult and advise with him regarding the proper use of Company B for this purpose. Detailed instructions are given in Appendix B.

Company "C" will be held in reserve at HERVILLY.

The C. O. Company A will detail one Sergeant, one Corporal and three privates, who will report to Lieut. E. Schobinger, Intelligence Officer, at Divisional P. W. Cage at L 13 a 2.2, on Zero day at Zero plus 2 hours.

3. The C. O. 1st Battalion is charged with the proper and accurate laying of the tape on the jumping off line on YZ night. Detailed instructions are given in Appendix C herewith.

4. The advanced Engineer Dump will be established at L 15 d 5.9.

5. On Zero day men will carry the following equipment and supplies:

Haversack pack,

Shelter-half, raincoat, one or two changes of socks, mask and helmet, 100 rounds ammunition in the belt, rifle, full canteen, the unconsumed portion of the day's ration, one assault ration, and the iron ration.

6. Reports will be sent hourly to Division Engineer. Each report will state time and place, in addition to any other information.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.

APPENDIX A

TO ENGINEER OPERATIONS ORDER NO. 1

Detailed Instructions for Co. "A"

1. Two officers and fifty other ranks will be detailed for the special duty of searching for "booby traps" and mines.

2. They will be assisted in this work by two officers and 40 O. R. from the 182nd Tunneling Company. This detail will report to the C. O. Company A at Jeancourt at Zero minus one hour.

3. The officers and men of the 105th Engineer Regiment will work under the direction of the officers of the Tunneling Company.

4. Mines or traps encountered that cannot be destroyed or removed will be labeled accordingly. Dugouts that are examined and cleared, and ready for occupancy, will be labeled accordingly. Signs prepared for the purpose will be used.

5. A sufficient number will be detailed to make a water reconnaissance in the advanced area, and will install windlasses, pumps and tanks when possible. This detail will also assist a detail from the Sanitary Section in testing the water according to a prearranged plan agreed upon between the Division Surgeon and the C. O. Company A. So far as possible, special men should be detailed to go at once to known wells and examine them, making report on same at earliest possible moment.

6. Reconnaissance will be made of condition of roads, light railways encountered, locations of material for repairing same, accommodations that can be used for shelters, and reconnaissance for Engineer stores and supplies.

7. Unless otherwise ordered, Company A will be assembled at the end of the day's work at a place to be designated by the Company Commander and notification sent at once to the C. O. 105th Engineers.

8. Reconnaissance reports will be made on special blanks, prepared for this purpose, and forwarded every two hours to Division Engineer via Battalion Headquarters. In case there is nothing to report, the fact will be reported by memorandum nevertheless.

9. Company A will leave JEANCOURT at Zero minus one hour and will take up their work at a reasonable distance behind the Infantry.

APPENDIX B

ENGINEER OPERATIONS, ORDER NUMBER 1

Detailed Instructions for Co. "B"

1. Company "B" will leave their present camp at Zero minus two hours, and will proceed by march route determined by the Company Commander and take a position from 600 to 1000 yards in rear of 117th Infantry, notifying C. O. 117th Infantry of his location at once upon arrival.

2. In the advance, Co. "B" will follow the 117th Infantry at approximately this distance, and will be ready to assist the Infantry in consolidating the line.

3. The company will carry with them the necessary tools and materials to enable them to begin the work of consolidating the line.

4. The Commanding Officer Co. "B" will confer with the Commanding Officer 117th Infantry to arrange for carrying parties for bringing up materials necessary to consolidate the line.

5. The C. O. Co. "B" is charged with making all arrangements for getting up the necessary materials.

6. The establishment of an advanced regimental dump will be considered, and if deemed advisable, arrangements will be made with C. O. First Battalion, 105th Engineers, to deliver tools and materials to same.

APPENDIX C

TO OPERATION ORDER NUMBER ONE

Laying of Taped Line

1. Thorough reconnaissance of the forward area will be made by those who are to supervise the laying of the tape for the jumping-off line.

2. On XY night a preliminary line will be run and a sufficient number of points established by suitably marked stakes. If practicable, a loose wire will be laid, following the line of stakes.

3. On YZ night the line will be run and the white tape laid.

4. This work should be completed by 12:00

midnight, and report made at once to Division Engineer that the task has been accomplished.

5. The line to be taped will be the line agreed upon by the Brigade Commanders and the Commanding Officer 1st Battalion will obtain this location from them.

APPENDIX D

TO OPERATION ORDER NUMBER ONE

1. The Engineer Dump established at L 15 d 5.9 will contain the following stores, made up into one-man loads:

1200 shovels	200 loads
800 picks	200 loads
180 axes	30 loads
12000 sandbags	200 loads
Wire and pickets sufficient for 7500 yards double apron entanglement	
10000 yards white tape	
6 Artillery bridges	
6 100-gallon tanks	
6 Windlasses, complete	
4 Complete pumps, with hose	
6 Horse troughs	

2. In addition to the stores on the dump, there will be at Headquarters 1st Battalion, at HERVILLY, six or more lorries loaded with similar stores, ready for rapid forwarding when needed.

3. Two Regimental Dumps will be established in advance of Division Engineer Dump at L 15 d 5.9, if this is desired by Brigade Commanders.

SEPTEMBER 28TH

This was "Y" day, or the day before the attack. The Commanding Officer (and Division Engineer), with Captain Clarence E. Boesch, Adjutant, and Captain Willard P. Sullivan, assisting the Adjutant, moved to the advanced Division Headquarters at K 11 c 5.5 northeast of Roisel. All possible preparations were made during the day for the attack in the morning. Signs for marking roads were sent to the 2nd Battalion and signs for marking wells to the 1st Battalion. At night all tools and supplies together with three artillery (British) bridges were moved to the forward dumps.

First Battalion

The jumping off tape was laid during the night of September 28th-29th. Lieut. Griffin taped the left flank, Major Cothran the center and Lieut. Taylor the right flank. The Infantry protected the tape line on the left and right flanks by means of outposts beyond the line to be taped. In the center, however, from the southern edge of Quarry Woods to a point approximately one thousand yards north, the Infantry outposts line was slightly behind the line to be taped. During the work of laying the tape Lieut. Schenk H. Griffin and Corporal Robert C. Adair, Company A, were wounded and Corporal John F. Compton of Company A was killed by shell fire. Sergeant 1st Class Henry H. Long of Company A then took charge of the remainder of the taping on the left flank and completed all but 200 yards, which he was prevented from taping on account of machine gun fire. He reported to Lieut. Frank Williams of the 119th Infantry, who was shown where the line should be and where his platoon would line up. Lieut. Williams stated he could line his platoon up without the tape and would therefore not need it laid.

On the right flank the work of taping was delayed several times by machine gun fire. The taping was finished, however, with the exception of the 200 yards, and everything was now in readiness for the attack at 5:50 in the morning.

Company A: Work was continued on the roads and tracks and the jumping off tape laid as described above.

Company B: One platoon from Company B was engaged in staking the tracks they had made. Two platoons worked on the dressing station at Templeaux sand bagging the Nisson huts erected by Company D.

Company C: The two hundred men of Company C moved from II Corps advanced Headquarters by lorries to Hervilly. They had completed their work there, which con-

sisted of erecting 20 Nisson huts, four kitchens, three latrines, and laying 2,000 feet of trench board walks. One platoon of Company C under Lieut. Kornfeld was engaged in carrying on the work at the advanced Division Headquarters K 11 c 5.5 started by Lieut. Field.

Second Battalion

In the afternoon a conference between the C. O. 2nd Australian Tunneling Company, Major Mullican, his officers and Major Lyerly with Captain Seelye and Lieut. Warfield was held, when final instructions and details were given out in regard to the work to be done on the 29th. Battalion Headquarters moved with the Headquarters 2nd Australian Tunneling Company to Templeaux at L 2 c 9.7 in an old cellar.

This cellar had some suspicious looking wires that led into the walls which appeared to have been mined. These were not removed, but were left as found, except that a sign was placed on them "DO NOT TOUCH." This cellar had been occupied by the enemy about two weeks previous and it is believed they had intended blowing it in before leaving, but left too hurriedly.

Company D: Company D, less one platoon under Lieut. Stroup, moved by march from Bois du Buire to quarries between Templeaux and Hargicourt, arriving at 1030 hours and reporting to Major Maclean of the 5th Australian Pioneer Battalion, to whom the entire company was attached for the attack of the 29th.

The platoon under Lieut. Stroup moved by lorries from Bois du Buire in the morning to the dressing station at Templeaux where they were engaged in erecting three Nisson huts. This work was completed at 1630 hours and the platoon moved by march to L 4 d Central and reported to C. O. Company D. The platoons of Company D were attached to the four companies of the 5th Australian Pioneer Battalion as follows:

One platoon under Lieut. Stroup at L 4 d Central to Company A.

One platoon under Lieut. Field at L 3 b Central to Company B.

One platoon under Master Engineer Rust at L 7 b 5.7 to Company C.

One platoon under Master Engineer Ledbetter at L 4 d Central to Company D.

Company E: One platoon of Company E under Lieut. McDonald with one company from the 118th Infantry continued work on road for ambulance traffic from L 15 b 5.1 to Templeaux until 1200 hours at which time the road was repaired as directed. In the afternoon this platoon was engaged in drawing tools, sign boards, and assault rations preparatory for the attack in the morning. The remainder of the company spent the day in drawing tools, signs and assault rations and in organizing for the attack in the morning.

Company F: Company F spent the day in reorganizing for the attack of the 29th and in drawing tools, sign boards, and assault rations.

Engineer Train: The Train at Hervilly was ready with wagons loaded with tools and some empty for whatever it might be called upon to do.

Everything was now in readiness for Zero hour on the 29th, which was to be 0550 hours.

CHAPTER X

THE BATTLE OF BELLICOURT, SOMME OFFENSIVE, AND THE SMASHING OF THE HINDENBURG LINE, WITH THE RECORD OF EVENTS TO OCTOBER 6TH, 1918

September 29th and 30th

Disposition of Units of Regiment

Zero hour was 0550 hours September 29th, and this hour found the following dispositions:

Division Engineer and Regimental Headquarters at Division Battle Headquarters, K 11 c 5.5.

First Battalion Headquarters at HERVILLY.

Second Battalion Headquarters at TEMPLEAUX.

The strength of the Regiment was as follows:

Unit	Officers	Other Ranks	Total
Staff and Band	7	30	30
Headquarters Co	0	97	107
Company A	4	210	222
Company B	3	223	229
Company C	5	234	240
Company D	3	216	224
Company E	4	217	227
Company F	4	222	234
1st Bn. (incl. Trans. and Supply)	3	60	60
2nd Bn. (incl. Trans. and Supply)	3	55	56
Sanitary Detachment	6	30	30
Engineer Train	1	72	80
	43	1,666	1,739

Company A: Lieut. Taylor and a detail of 50 men were deployed in six sections, of seven men and one N. C. O. each, behind the Infantry for making water and mine reconnaissances and report on roads, railways, captured material, dugouts and other accommodations.

Lieut. Baldwin and a detail of 60 men and one officer, and Lieut. M. T. Sigler and six men from the Sanitary Corps were awaiting the advance to follow on well repairs and tests of water.

Company B: Company B had reported to C. O. 117th Infantry, which regiment was the supporting regiment and were to advance and take up position to form a defensive right flank.

Company C: Company C was in reserve at HERVILLY.

Company D: Company D, attached to the 5th Australian Pioneer Battalion for the purpose of opening up the roads for single horse traffic behind the Infantry advance, was in position on the Red and Black roads as follows:

1st Platoon Co. D, under Lieut. Stroup, in trenches at L 12 c 5.5, Black Road.
2nd Platoon Co. D, under Lieut. Field, in trenches at L 2 c 8.2, Black Road.
3rd Platoon Co. D, under M. E. Rust, in trenches at L 5 d central, Red Road.
4th Platoon Co. D, under M. E. Ledbetter, in trenches at L 5 d central, Red Road.

Company E: Company E, attached to the 2nd Australian Tunneling Company's No. 2 Section for the purpose of maintaining the RED road fit for Field Artillery and later to make the same fit for two way motor traffic, was in position near RED road in trenches from L 4 c 3.5 to L 4 a 7.9.

Company F: Company F, attached to the 2nd Australian Tunneling Company's No. 1 Section for the purpose of maintaining the BLACK road fit for Field Artillery, was in position near Black road as follows:

1st and 2nd Platoons Co. F, under Lieut. Murphy, in sunken road at L 16 b 4.4.
3rd Platoon Company F, under Lieut. Tierman (Australian), in squad trenches at L 16 c 7.9.
4th Platoon Company F, under Lieut. Sill, in trenches from L 16 a 0.0 to L 16 a 15.00.

Headquarters Company: Details from Headquarters Company were in charge of the Engineer Dumps.

Engineer Band: The Band was at Bois du Buire.

Engineer Train: The Engineer Train was at Hervilly with orders to be prepared to move at a moment's notice after Zero plus 2 hours.

Weather: On the morning of the 29th, there was a heavy fog which did not lift until well into the morning, probably about 1000 hours, when it cleared off. September 30th was damp, cloudy and very cool.

Operations of Units of 105th Engineers

The battle progressed as planned for the 30th Division.

First Battalion

Report was received from the 1st Battalion Headquarters at 0200 hours Sept. 29th that the "Jumping off Tape" had been laid.

Company A: The detail of 50 men from Company A, under Lieut. Taylor, carried out its work of searching for traps, mines, captured dumps and reporting on dugouts, roads, and other accommodations. During the 29th they exploited the territory covered by the infantry to a line between G 15 d 5.4 and A 27 a 9.7. This detail suffered eight casualties from gas shells during the day.

On September 30th this work was continued by this detail and the territory was covered to a line from G 12 c 5.8 to G 4 Central, including the St. Quentin Tunnel under Bellicourt.

The same work was continued on October 1st, the detail going as far as A 29 c 8.6 and along the line of trenches to A 22 d. 5.4 and from Nauroy to G 22 b 5.3.

Only one demolition charge was found and that under a bridge across the canal at G 16 a 95.20. This was removed.

One "booby trap" at A 28 a 6.8 was found and removed.

One enemy dump was found and the following materials reported:

Location	Material	Estimated Quantity	Remarks
G10a1.1 (Siding)	Picks	30	
	Shovels	50	
	Screw pickets	300	
	Smooth wire	18,000 yards	
	Barbed wire	16,000 yards	
	Artillery bridges	6	Loaded on wagons (5 wagons in good condition)
	Lumber	1,500 pieces	2″x4″x4′
	Lumber	100 pieces	3″x9″x4′
	L. Ry. sections	50	Each section 18′ long
	Angle I pickets	150	6′ long
	Angle I pickets	150	4½′ long
G10a5.6	Picks	100	
	Shovels	200	
	Facing shovels	100	

Location	Material	Estimated Quantity	Remarks
	Anvils	1	
	Wheelbarrows	10	
	Crow bars	50	
	Picks	150	
	Sledge hammers	2	8 lbs.
	Horse shoes	100	
	Wire nails	200 lbs.	
	Shop hammers	50	
G10a5.6	Bolt cutters	100	
	Grindstone	1	
	Slush pumps	3	
	Soup pots	15	
	Stone pipe	100 feet	
	Iron rods	300	⅝″x24′
	Iron strips	75	½″x2″x20′
	Galvanized iron	250 pieces	For trench shelters
	Galvanized water trough	1	
	Elephant iron	10 pieces	
	Tamp picks	25	
	Anvils	1	
G10d8.6	Lumber	1,750 pieces	3″x9″x5′
G10a9.8	Pickets (screw)	75	Short
	Smooth wire	75 coils	
	Barb wire	50 coils	100 yards to coil
	Duck boards	250	
G4c1.5	Screw pickets	3,000	Long and short
ZumPiPark	Barb wire	350 coils	100 and 200-yard coils
	Long handle shovels	250	All new
	Picks	300	All new
	Bolt cutters	100	All new
	Axes	15	
G4c1.5	Pickets, wood	700	6′ long
	Lumber	700 pieces	2″x8″x4½′

One hundred and sixty-eight dugouts and shelters were examined, and all found to be free from traps or gas. Thirty-three of these were along the canal bank from G 16 a 8.4 to G 22 b 7.1; ten in Bellicourt, and fifteen in Nauroy. The Tunnel was searched from Southern entrance to a point 2300 yards in.

Lieut. George S. Baldwin, with a detail of 60 men from Company A, together with Lieut. M. T. Sigler and six men from the Sanitary Corps, very successfully reconnoitered the captured area for water supply. They repaired the wells, tested the water, labeled the wells and reported results to Commanding Officers of the 59th and 60th Brigades. They continued this work throughout the 29th and 30th, and though under shell and machine gun fire, were fortunate in suffering no casualties. The following table shows locations of wells examined, results of tests and conditioin of wells. (*For locations on map see Plate XXXII—all wells marked by circles.*)

Reference Number	Location	Description	Depth to Water	Depth of Water	If Windlass	If Pump	Repairs Necessary	Tested	Remarks
	G10a1.7	3½ ft., brick covered	110 ft.	9 ft.	Yes		Completed	1 Scoop per 110 gal.	For drinking
	G10a5.8	do.	123 ft.	24 ft.	Yes		Bucket, Rope	2 Scoops per 110 gal.	Only cooking
	G10a9.6	do.	130 ft.	21 ft.	Yes		Completed	1 Scoop per 110 gal.	Drinking
	G17b4.8	do.	160 ft.	6 ft. 8 in.	Yes		None	Pure	Drinking
	G11d8.1	do.	180 ft.	7 ft.	Yes		None	1 Scoop per 110 gal.	
	G11d7.4	do.	160 ft.	6 ft.	Yes		Bucket, Rope	1 Scoop per 110 gal.	For Drinking
	G12c2.6	do.	150 ft.	10 ft.	Yes		Bucket	1 Scoop per 110 gal.	For Drinking
	G16b0.7	8 ft., brick covered	100 ft.	14 ft.	Yes		Bucket	1 Scoop per 110 gal.	For Drinking
	L11d9.6	3½ ft., brick covered	125 ft.	?	Yes		Completed	1 Scoop per 110 gal.	For Drinking
	L23a4.3	4 ft., brick covered	195 ft.	Deep ?	No		Engine for Pump	1 Scoop per 110 gal.	For Drinking
	G10a7.8	Not tested							In Canal Tunnel under Bellicourt
	G16d4.4	4½ ft., brick covered	125 ft.	?	Temporary		New Windlass	1 Scoop per 110 gal.	For Drinking
	G22b5.5	do.	125 ft.	?	Yes		Rope, Bucket	1 Scoop per 110 gal.	For Drinking
	G22b9.5	do.	100 ft.	?	Yes		None	1 Scoop per 110 gal.	For Drinking
	G4c2.3	Bricked, 6 ft. diameter	125 ft.	?	•	Yes	Renovating Pump New Engine	No	Has not been tested
	G4c1.7	do.	100 ft.	?	Yes	Yes	Bucket	2 Scoops	Marked "No good for drinking" by Germans
	G10a1.0	Water tanks on R. R.							Australian engineers were testing
	G16d0.7								Australian engineers were testing

The following report by Lieut. Geo. S. Baldwin explains in detail the methods employed in carrying out this work:

Water Reconnaissance by Lieut. George S. Baldwin, 105th Engrs.

In the operations of the 30th American Division against the Hindenburg line north of St. Quentin, one Engineer Officer and one Medical Officer were detailed to test sources of water supply behind the advance. The working party was always small to avoid losses by shell fire. One enlisted man from the Medical Corps and one enlisted Engineer, together with enough runners to carry messages, were found to be sufficient.

At first, the plan of allotting different portions of the Division Front to working parties under N. C. O.'s was tried but proved a failure because liaison between parties could not be maintained and parties became lost on strange terrain. Afterwards it was found more practical to take one part, as described above, and examine the towns captured as the advance progressed.

The method pursued was to follow 1,000 to 3,000 yards behind the first wave of the attack, test five or six wells in each village, label them, send a runner to notify detail, in rear, of repairs needed, and move forward. Water was tested for poison and organic matter and labeled DRINKING, COOKING or HORSE WATER, according to whether it took one, two or three scoops of Hydrochlorite of Lime to neutralize the organic matter in a 110-gallon British Water Cart. (A scoop holds about twice the amount in a Lister bag tube.) Small permanent signs would be carried by the reconnaissance party to properly label the wells.

No wells were found poisoned or mined. Generally, sufficient wells were found in good working order to take care of immediate need. Buckets and ropes were needed at several places. These were procured from the forward Engineer Dump or carried on a lorry some distance behind the reconnaissance party.

Reports were sent to Company and Battalion Headquarters about every two hours on the following form:

WATER SUPPLY

Date.....
Hour.....

Reference No.	Location	Description	Depth of Water	Depth to Water	If Windlass	If Pump	Repairs Necessary	Tested	Remarks

There was no difficulty in finding sufficient water for the men but there was often an insufficient supply for horses in the forward area. Portable horse drinking troughs could be obtained at the forward Engineer Dump, but there was often a lack of means to fill them. Small hand operated lift pumps worked well where water was available at no great depth. Endless chain water elevators were not adequate.

G. S. Baldwin,
1st Lieut., Engineers, U. S. R.

Company A established headquarters at L 17 b 6.8 in the early stages of the 29th and then moved forward to G 9 a 4.3.

Company B: Company B was detailed for work with the 117th Infantry, in case it became necessary to consolidate and for any other Engineer work that might be required. It was also understood that in case of emergency Company B would be put into the line with the companies of the 117th Infantry.

The Commanding Officer of Company B reported to the Commanding Officer of the 117th Infantry at the time and place directed, and was then ordered by the Commanding Officer of the 117th Regiment to report to the Commanding Officer of the 3rd Battalion of the 117th, who in turn gave orders that Com-

pany B should form the left flank of his battalion during the advance. The original orders for Company B were to remain in contact with 117th, the main body of the company being 600 to 1000 yards in the rear of the rear echelon, but ready to take up any Engineering work that would be needed.

The company, however, did take up a position on the left flank and advanced with the 3rd Battalion and then were given a position in the front line trench. The Commanding Officer heard nothing more from the Commanding Officer of the 3rd Battalion from that time. At 6:30 that night he reported back to the Division Engineer, and he was authorized to withdraw to a suitable place for the night, and to get in touch with the Commanding Officer of the 117th Infantry, notifying him of his new position. A misunderstanding in regard to Company B seems that both the commanding officer of the 117th regiment and the commanding officer of the battalion considered that the Engineer company was to be used as Infantry in the advance instead of being reserved as Engineer troops. Although under considerable shell fire, the company, very fortunately, did not suffer any casualties.

On September 30th Company B remained at Hervilly in camp in readiness to move on short notice.

Company C: Company C was held as Engineer reserve troops and remained in camp at Hervilly except for a detail of three squads under Lieut. Kornfeld, who completed the work at the Division Battle Headquarters at K 11 c 5.5. There being no occasion to call on the reserve, Company C was not ordered out. On September 30th Company C continued the work on the A. D. S. at Templeaux, started by Company B, and also started work on the water filling station at Hervilly under the Corps water supply officer, Captain C. R. Humphreys. Lieut. Hamilton and 80 men were engaged on the water filling point, Lieut. Kornfeld and 24 men worked at Division Battle Headquarters, and Lieuts. Hill and Peschau with 50 men worked on the A. D. S.

Second Battalion

The 2nd Battalion was engaged on road work under the Chief Engineer of the Australian Corps. The map (Plate II) shows the roads on which they worked tinted red and black. Road maps similar to these were furnished the commanding officers engaged. These maps were tinted and lettered to facilitate sending reports. Reports were to show the conditioin of the road with regard to the kind of transport that could travel over it. Letters were used to designate locations on the road and the kinds of transport that could travel on the road were abbreviated thus:

Single Horse Transport, H.T.
Double Horse Transport, D.H.T.
Single Motor Transport, M.T.
Double Motor Transport, D.M.T.

The system to be used was to give the letter, followed by the distance beyond which the road was open to traffic, followed by the kind of traffic. Thus, F 300 D. M. T. indicated that the road was open to double motor transport to a point 300 yards beyond F. Reports were to be sent in hourly via 2nd Battalion Headquarters, which was at Templeaux.

The object of the work was to keep the roads open for artillery, ammunition, and supplies to move forward at the earliest pos-

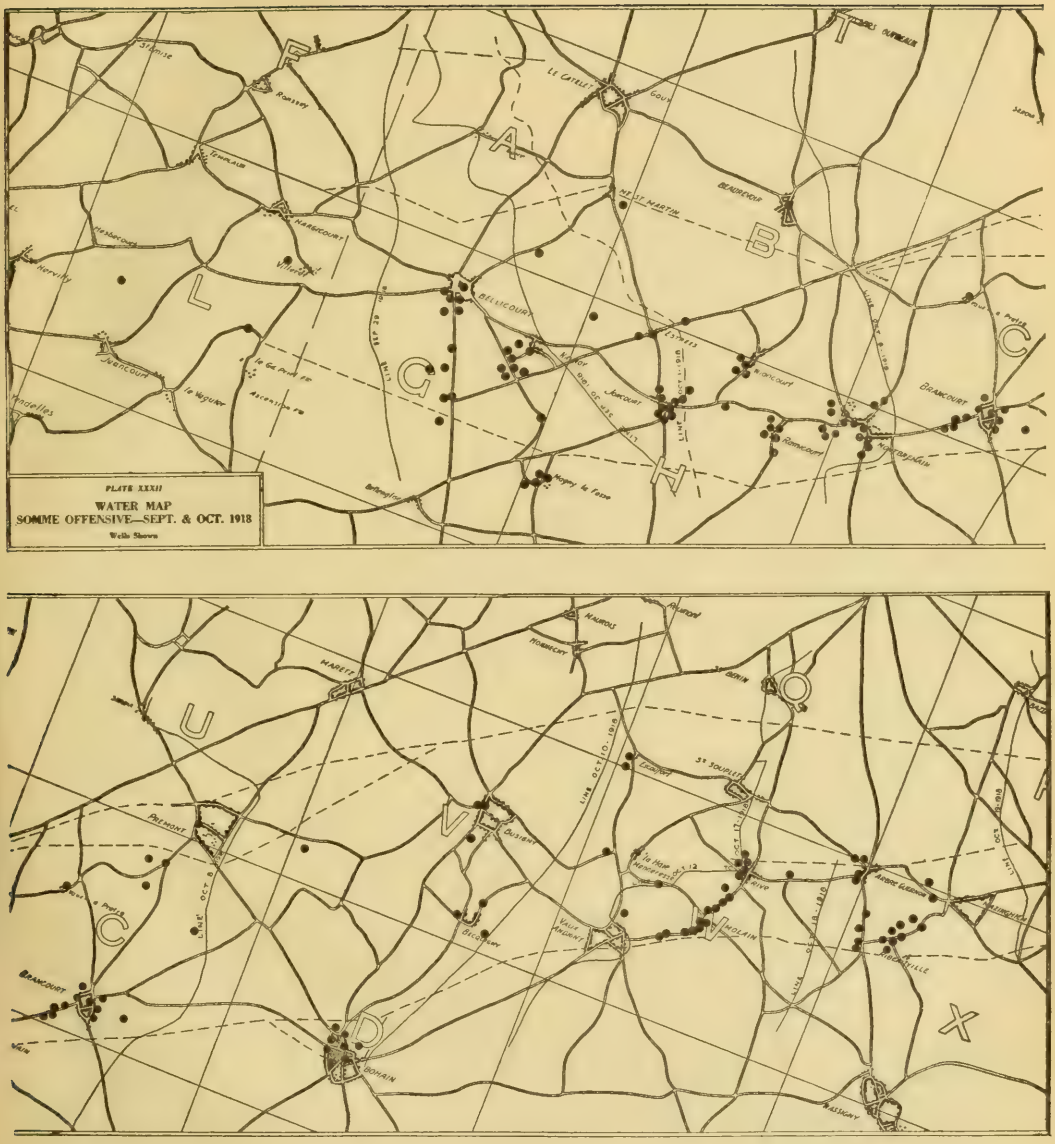
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PLATE XXXII: WATER MAP, SOMME OFFENSIVE, 1918

This map shows the wells and water points tested, repaired and installed by the 105th Engineers during the period covered by this report.

Wells are shown by circles.

With further reference to this map attention is called to Report of Corps Water Supply offices, and Water Reconnaissances by Lieut. G. S. Baldwin.


PLATE XXXII
WATER MAP
SOMME OFFENSIVE—SEPT. & OCT. 1918
Wells Shown

sible moment after the advance of the Infantry and later to convert one of these roads into a two-way motor traffic road. The following report by Capt. T. E. Seelye of Co. F explains in detail the methods followed.

Road Work in the Advance by Captain Theodore E. Seelye, 105th Engineers

Following is a report covering certain phases of the experiences gained during the recent operations in the execution of road work. The experiences from which the data given below were collected was gained with the 30th Division during its operations along and beyond the Scheldt Canal and necessarily includes the methods employed by the British Army.

Classification of Roads

For convenience in reporting and according to their proposed use, the roads encountered were classified as follows:

H. T., signifying fit for horse transport.

S. M. T., signifying fit for one way motor transport.

D. M. T., signifying fit for double motor transport.

Bridges encountered were specially described according to the traffic they were capable of supporting.

This method of classification was simple and comprehensive and reduced to a minimum the verbiage of reports. Roads not fit for any character of transport were recorded as unfit.

Advance Data Available

In practically every case a great deal of data recording the nature and general condition of roads to be used were available before attack. This data consisted of information gained by intelligence, by existing maps of previous roads, by aerial photographs, and by direct observation. Some of the roads were entirely new ones constructed for H. T. or M. T. by the enemy or old roads of a minor nature which had been brought up to first class condition by him. The gathering of all this data was of the utmost importance to the organization of the working force and subsequent prompt routing of traffic.

Selection of Roads

Two roads extending forward in the direction of the advance were usually selected in each division sector, although, of course, this would be guided by circumstances. These roads would be plotted on maps following existing roads, except where prevented by special conditions, an obvious requirement being that any such road should accommodate throughout a definite class of traffic or be susceptible to rapid transformance to that class. The roads thus selected were given a distinctive name and were referred to thereafter only by that name. The colors were commonly used for names; for instance, the Red Road, Black Road, etc.

The road having been selected, it then becomes desirable to divide it into convenient sections for the purpose of simplifying assignments and reports. This was ordinarily done by selecting prominent and unmistakable points along the roads and lettering consecutively from the rear so that we would have section 'A B', 'E F', etc.

Road Signs

Prior to the commencement of operations road signs were prepared, giving the name of the road and special direction signs to be placed at road junctions, in villages, etc. These were carried and placed by the working parties during the advance.

Organization of Work

The organization of working parties was reduced to the simplest possible basis in order to avoid confusion. In the case of a company, for instance, each platoon would have assigned to it a definite section, 'A D' or 'E H', the length of the section being, of course, dependent upon the estimated work required to get it into usable condition. Each platoon moved forward to its section with the advance, distributing the men along the line.

Reports

The matter of reporting on the condition of the roads was of the utmost importance in order that traffic from the rear might know how far it could advance. Those reports were commonly made hourly by each platoon commander to a report center established for the particular road, and the data there collected and forwarded to the Roads Headquarters. The method of naming and dividing the roads made the report quite simple. Following is a characteristic type of report:

From Report Center Red Road (I 26 d 2.5)
15-10-18.
To Report Center Red and Black Roads.

Red DMT A to D
SMT D to F 500

Time 1100 hours.
By Runner—

Captain.

This report conveys the information that at 11:00 o'clock A. M., on the 15th of October, the Red Road was open for DMT from A to D, and for SMT to a point 500 yards toward E from D, and that the working party had not progressed beyond the latter point. This form of report was brief and permitted little opportunity for error.

Repairs

The nature of repairs performed on forward road work involves little in the nature of technical requirements. The primary requisite is concentrated effort, rapid execution, and the application of a small amount of common sense. The forward road parties indulge but little in the niceties of road construction and repairing, their function being to get the road open in the shortest possible time for the highest class of traffic that the road will bear. This means, in a rapid advance, that it must be ready when the traffic is ready and that may be only a matter of an hour or even of minutes. The responsibility which rests on the road engineer is of the heaviest, since he must open and keep fit the lines of communication which are the arteries supplying the very life blood of the advance.

Theodore E. Seelye,
Captain Engineers, U. S. A.,
Comdg. Co. F, 105th Engineers.

Company D: The company, with the above dispositions, started out just a few minutes after Zero hour, the 1st and 2nd Platoons, under Lieuts. Clarence S. Stroup and Bascom L. Field, from Villeret on the BLACK road; and the 3rd and 4th platoons, under Master Engineers Albert L. Rust and Charles B. Ledbetter, from Hargicourt on the RED road.

Almost immediately after the start, Lieut. Bascom L. Field was killed by shell fire and several of his platoon wounded. Sergeant 1st Class Hampton Morgan assumed command and proceeded with the work. These two platoons, the First and Second, proceeded along the BLACK road under our barrage, removing obstacles and filling shell holes until they reached the eastern edge of Bellicourt, where they were ordered back by Infantry Officers because of machine gun fire from Bellicourt. In addition to their road work they captured eleven prisoners. The casualties for these two platoons for the 29th were: killed, 1 officer and two O. R.; wounded, 23 O. R.

The 3rd and 4th platoons started under our barrage from the eastern edge of Hargicourt on Red road immediately on Zero hour, the Third platoon leading. They repaired the plank road, filled shell holes and removed numerous obstacles at the Hindenburg line. On entering Bellicourt it was necessary to fill a trench and a machine gun pit which crossed the road. Before reaching Bellicourt the 3rd platoon got ahead of the Infantry and were compelled to take up a defensive position, which they did with the assistance of two automatic riflemen who had also gotten ahead of the Infantry and who Master Engineer Albert L. Rust ordered to join his platoon. They captured a number of prisoners, about

35, and two machine guns. Later Master Engineer Albert L. Rust, in advance of his platoon, captured nine prisoners alone, including an officer, who, when he refused to surrender, was wounded by Master Engineer Rust. For his meritorious conduct, Master Engineer Rust was later appointed a Second Lieutenant and also awarded the Distinguished Service Cross. These platoons worked to a point 500 yards east of Bellicourt on this day. They suffered in casualties—killed 2 men, wounded 19 O. R., missing 1. Of these casualties the third platoon had but one, a man slightly gassed.

Captain Merwin Armstrong of Company D, who was with C. O. 5th Australian Pioneers, was slightly wounded early in the morning and evacuated.

On September 30th Company D remained in camp with the 5th Australian Pioneers to whom they were attached.

Company E: This company, under Lieut. Francis B. Warfield commanding, was attached to No. 2 Section, 2nd Australian Tunneling Company. Company E and the Tunnelers worked on the RED road, starting on the eastern edge of Hargicourt about fifteen minutes after Zero hour and following the 5th Australian Pioneers and Company D maintaining it fit for field Artillery and later converted it into a two way road for motor traffic. The company moved out in squad formation with 50 paces between squads. The company was followed by the Australian Tunnelers. Squads from the rear of the column dropped out as work to be done on the road became evident. The rear squad on finishing a particular task went to the head of the column and took up new work; thus, steady rotation of the squads was maintained. The shelling along the RED road was particularly heavy, especially on the curve in the road at G 1 d 3.5. Reference to report on St. Quentin Canal Tunnel shows that this road was under direct enemy observation. The work done by the company is best shown by the reports that were sent in by the O. C. of the No. 2 Section. The reports are as follows:

8:00 A. M. Report Center L 6 Central. AB DMT; BC 1500 SMT. Fair amount of shelling, fairly heavy at L 5 d 6.0 and L 6 a 0.0. Number of shell holes on road. No guns moving up road yet. Three Americans slightly wounded. Second Lieut. McDonald wounded. Smith, Captain.

8:30 A. M. RED Road. HT to G 3 d 7.3. Smith, Captain.

9:30 A. M. BC-SMT. C 1000 SMT-C 1000 to C 2700 HT. All holes filled to C; Shelling quiet. Smith, Captain.

9:55 A. M. CD-HT.

10:00 A. M. D 800-HT. Smith, Captain.

11:00 A. M. DMT to BELLICOURT. Road only fixed temporarily. Smith, Captain.

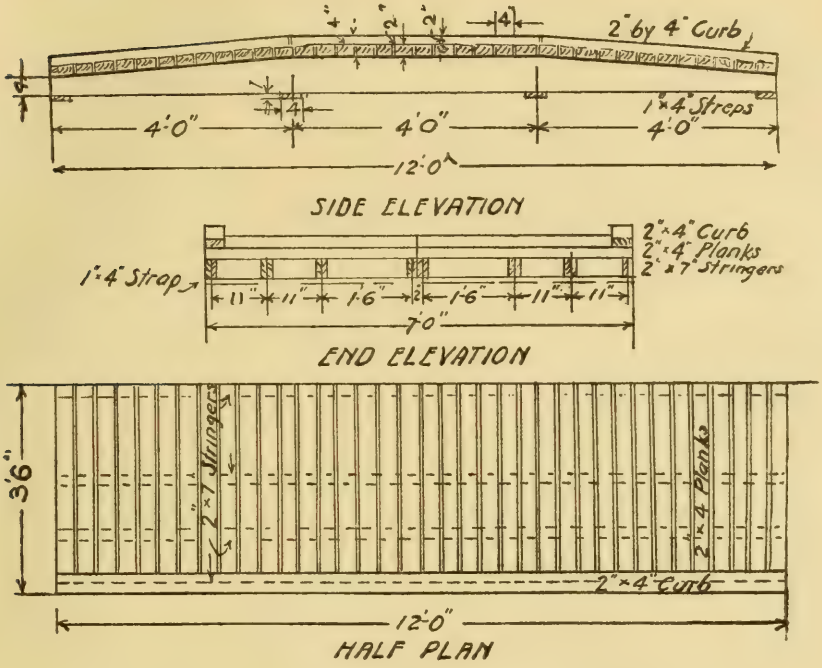
2:30 P. M. No change. Warfield, First Lieutenant.

The company worked throughout the day filling shell holes and constructing detours around craters, placing sign boards and returned to camp at L 4 central about 1600 hours. A small detail left behind had moved camp during the day from L 1 c 4.6 to L 4 central. Lieut. McDonald was seriously wounded in the morning and was evacuated. Lieut. Warfield and Lieut. Hooks were slightly wounded but remained on duty. Total casualties for the day were: officers, wounded 1; other ranks, killed 3; wounded 48.

On September 30th the company worked on the RED road between Hargicourt and the crater at G 3 c 5.2, building a by-pass around the crater fit for double motor traffic. There were no casualties during the 30th.

Company F: Company F, for the purpose of the operations of September 29th and 30th, was attached to No. 1 Section, 2nd Australian Tunneling Company. The assembly point was at L 16 b 5.4. Starting out at Zero plus 15 minutes, Company F, with the No. 1 Section of the 2nd Australian Tunneling Company, proceeded along the Villeret-Bellicourt road, doing the same kind of work on the BLACK road as was being done by Company E on the RED road. The scheme in locating

PORTABLE ARTILLERY BRIDGES



BRIDGE FOR 75m.m. GUN

Note:- For Bridge for 155mm Howitzer use same construction throughout with the exception of stringers which should be 3"x8"

Light bridge weighs 972 lbs. complete

Each section weighs 486 lbs.

Heavy bridge weighs 1170 lbs. complete

Each section weighs 585 lbs.

N.B. (All sizes indicated are minimum)

the men at points along the road where work was to be done was the same as that employed by Company E; that is, the rear squad of the column dropped out at the first bad place in the road, and, when through repairing it, proceeded to the head of the column and began work on a new task. The BLACK road was shelled very heavily and there were numerous shell holes; but owing to the work of the Engineers and Tunnelers, the road was made fit for horse traffic up to Bellicourt by 11:30 A. M. The progress of the work is shown by the following reports from Captain De Grut, O. C., of the No. 1 Section, and Captain Seelye, Commanding F Company:

7:00 A. M. BLACK road. AB, BC, C-2000 HT. De Grut, Captain.
8:00 A. M. AB, BC, C-3000 HT. De Grut, Captain.
9:00 A. M. D-HT. De Grut, Captain.
10:50 A. M. Reports from working patrols for ten o'clock not yet in. Seelye, Captain.
10:50 A. M. VILLERET—HARGICOURT Road—HT. Repair of about ten shell holes will make DMT. Seelye, Captain.
12:00 Noon. E-HT. Held up at this point. Reconnoitered as far as CROSS ROADS at G 11 b for HT. Davidson, First Lieutenant.
1:00 P.M. BLACK Road. Same as 10:00 A. M. Davidson, First Lieutenant.
2:00 P. M. Same as 1:00 P. M. Davidson, First Lieutenant.

The report that was sent in at 2:00 P. M. was the last one for the day. About 4:00 P. M. Company F was taken off the road and went in camp at L 10 d 9, 3. A small detail left behind moved camp during the day from Jeancourt to L 10 d 9.3. The casualties in Company F were fewer than in either Company D or Company E. Company F had three men killed and nine wounded.

On September 30th two platoons were sent out from Company F with similar details from the No. 1 Section, 2nd Australian Tunneling Company. These men spent the day patrolling the BLACK road as far forward as G 11 b 8.5, filling in shell holes, and making repairs where needed. At a point about G 9 b 0.6, a tank had started across the BLACK road. The road at this point is sunken with slopes about eight feet high. A direct hit by artillery while the tank was endeavoring to climb the southern bank had disabled it. It was necessary for Company F to send a working party out on the night of September 30th to build a by-pass around this tank.

Headquarters Co.: Headquarters Company, besides the topographical section at Bois du Buire who were engaged in map reproduction, hectographing and sign painting, furnished details for the Engineer dumps at Roisel, where a large supply of sandbags, water troughs, tape, and elephant iron was on hand; at L 15 d 5.9, where materials listed in table below were held ready on demand; and at L 21 c 2.3, where materials as shown on table below were ready on demand:

Item	L.15.d.5.9. dump	L.21.c.2.3. dump
Axes, hand	180	
Brushes, paint	6	
Buckets	7	
Camouflage, Roads	10	2
Hose, delivery	9	
Hose, suction	9	
Nails, 2", 3", 4", 5"	400 lbs.	
Paint, black, brown, red	3 drums	
Pickets, screw, short	5,782	1,024
Pickets, screw, long	4,000	
Pickets, long, straight	876	
Pumps	7	
Shovels, G. S.	1,200	1,000
Saws, hand	3	
Stop cocks, ¾"	3	
Tape, tracing	20,000 yards	
Sandbags	22,500	
Troughs, horse	12	
Tanks, 110 gallons	8	
Barbed wire, 100 yd. coils	686	336
Windlasses	9	
Rope for	300 ft.	

These details, of three men each, worked night and day without relief from September 28th to October 1st, when relieved by the 5th Australian Engineers who took over the

dumps. In addition to these dumps, on the night of September 28th-29th there was placed at Villeret, L 17 b 8.8, by lorries, 336, 100 yard rolls barbed wire and 1536 screw pickets for use in consolidating the line, had this been found necessary.

Six artillery bridges were moved from Tincourt to the Cross Roads at L 15 b 8.2. Sketch page 149 shows this type of bridge and also the heavier type.

Engineer Band: On the night of September 28-29th: a detail of five men from the Engineer Band, together with the Headquarters detail, was used in moving the Engineer dumps forward by lorries. On the 29th of September the Engineer Band, less this detail, reported to the main dressing station at Marquaix where they rendered valuable assistance in handling the wounded. This detail remained on duty throughout the 29th and 30th.

Engineer Train: The Engineer Train, after Zero plus two hours, was hitched up and held in readiness to move on a moment's notice, but were not called upon. On September 30th they were held in readiness to move on short notice but again their services were not needed.

Casualties

The casualties for the two days were: killed, 1 officer and 14 other ranks; wounded, 5 officers and 121 other ranks.

The C. O. of Australian units to whom the 2nd Battalion was attached stated that during his four years' experience the counter barrage of the enemy was the heaviest he had encountered and their losses were heavier than in any previous engagement, in one company it being 50 per cent.

There was a scarcity of assault rations and extra water bottles amongst several of the units of the 30th Division that were taking part in the attack. There were no assault rations or extra water bottles for any of the Engineer troops taking part in the advance, except those attached to the Australians, as no provisions had been made for same through the office of G-1. An assault ration was made up for A and B Companies by drawing rations of C Company which was held in reserve. Commanding Officer of 2nd Battalion arranged through the 2nd Australian Tunneling Company to get assault rations for Companies D, E and F, but no water bottles were available.

On the night of September 30th a message was received from Division Headquarters stating that the Division would shortly move to a new area, and ordering a billeting party of three officers and seven men to report at 0900 hours, Oct. 1st, to go with advance party. Orders were sent out accordingly.

OCTOBER 1ST—DAMP AND COLD

Company A: Details from Company A continued the work of reconnaissance as reported above.

Company B: Company B was engaged in improving their camp.

Company C: Company C was at work, under Corps Water Supply Officer, on water filling station at Hervilly and on First Aid Station at Templeaux, both of which jobs were completed this day.

Company D: Company D, which had but one officer, was left in camp and Lieut. John F. Hill from the 1st Battalion was assigned to the company temporarily on special duty.

Company E: Company E continued work on the RED road and in the afternoon moved camp from L 4 central to L 1 c 4.6.

Company F: Company F continued work on the BLACK road, and also made reconnaisance of Bellicourt-St. Quentin road from Bellicourt to G 22 b 9.1.

The billeting party left for the new area.

At 0930 hours orders were sent to the battalions to assemble and await orders for moving, orders having been received that the Regiment would move, with the Division which was being withdrawn, to Herbecourt for rest and reorganization. Later orders were received that the movement would not begin until daylight of the 2nd, and orders to this effect were issued at 1430 hours.

In the afternoon the commanding officer

moved back to Bois du Buire after turning over the Engineer work and dumps to the C. R. E. 5th Australian Division, which was then in the line.

In the evening no definite orders for the Regiment had been received. Everything, however, was in readiness to move at daybreak. Later word was received that orders would follow for the regiment to work on Light Railways. Consequently, at 2200 hours orders were sent out to the effect that we would not move and for battalion commanders to hold troops in readiness to work on railways.

REPORT ON THE ST. QUENTIN CANAL TUNNEL, BELLICOURT, FRANCE, AND ON A SECTION OF THE HINDENBURG LINE IN THE VICINITY OF BELLICOURT

An investigation and survey was made of the St. Quentin Canal Tunnel, Bellicourt, France, and of the trenches of the Hindenburg line in the vicinity in order to show the relation of the tunnel and the trenches, the various exits of the tunnel which were used in the attack of our troops September 29th, and the dugouts, observation posts, and machine gun emplacements of the trenches. These fortifications, together with the very large amount of barbed wire entanglements in front of the trenches, probably made this section the strongest part of the Hindenburg line.

The investigation work was done November 4th to November 11th, 1918, by the following party:

Chief of party:	Captain C. H. Humphreys, 105th Engineers.
Survey Party:	W. L. Jewell, Master Engineer, Sr. Gr.
	H. P. Whitted, Master Engineer, Jr. Gr.
	B. C. Mauldin, Sgt., 1st Class.
	A. T. Summey, Corporal.
	Floyd Hoppis, Private.

The main tunnel was constructed by Napoleon Bonaparte, the work having been begun in 1802 and completed in 1810. An inscription on the Southern end of the tunnel reads as follows:

"Napoleon l'Empereur et Roi a Fait ouvrir le Canal de St. Quentin qui reunit les Bassins de la Seins et de Lescant. Commence on 1802 sous les ministeres des Comtes Cuto et de Montalivet. Ce Canal a eté executé sous la direction de M. Fayant." [1]

[1] The last word was partly obliterated by shell fire, but is thought to be correct.

PLATE XXXIII: SECTION OF HINDENBURG LINE CAPTURED BY 30TH DIVISION

The accompanying map showing that portion of the Hindenburg line which was broken and captured by the 30th Division is interesting in that it shows how strongly fortified it was and how well protected were the enemy. It has been said by many that the protection to the enemy personnel was too good and too deep. A study of this map with reference to the legend will give a good idea of the system of trenches, entanglements, dugouts, observation posts, machine gun posts, and the contours of the terrain. At the Southern Entrance to the Canal Tunnel, shown on map, there were 125 feet of cover. A study of the contours will show that in no place was the protection offered by this tunnel in danger of being penetrated by artillery fire or air bombs. All dugouts shown are "deep" dugouts. Shelters of which there were many are not shown. For details of the Tunnel, its entrances, exits and observation posts, see report on St. Quentin Canal Tunnel, page 152.

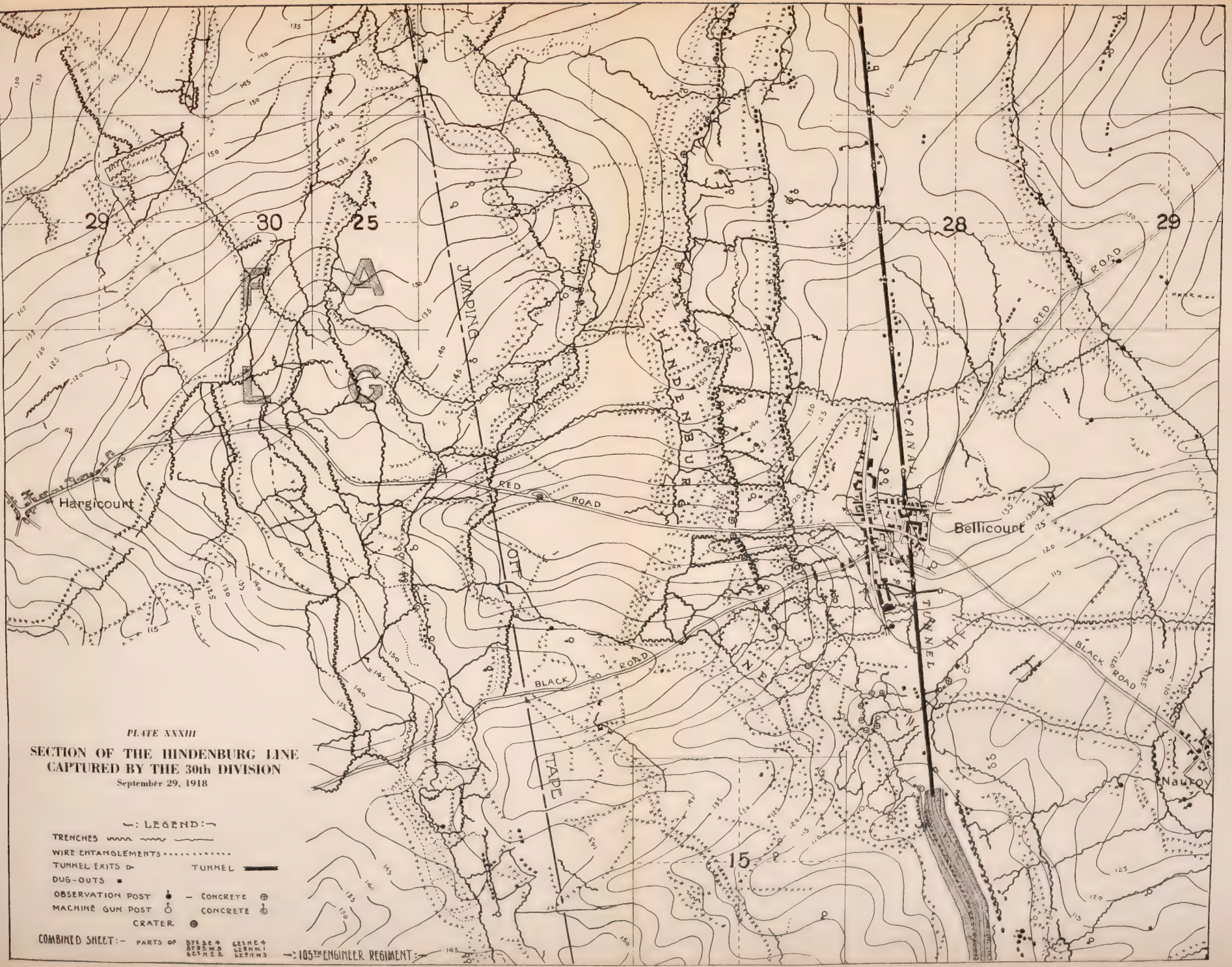


PLATE XXXIII

SECTION OF THE HINDENBURG LINE CAPTURED BY THE 30th DIVISION

September 29, 1918

LEGEND:

TRENCHES

WIRE ENTANGLEMENTS

TUNNEL EXITS

TUNNEL

DUG-OUTS

OBSERVATION POST — CONCRETE

MACHINE GUN POST — CONCRETE

CRATER

COMBINED SHEET:— PARTS OF

105TH ENGINEER REGIMENT

It is reported that this tunnel was constructed by Napoleon with German prisoners, but no definite confirmation regarding this was obtained.

The survey of the tunnel was begun at the South entrance, and there was first established a base line along the walk way or tow path on the right of East side of tunnel. This base line was measured along the inside and on the right side of the tunnel wall. The distances were noted at all exits leaving the tunnel, whether they led into rooms or out of the tunnel altogether. (These exits are noted on sheets Nos. 1 and 2, Plates XXXV and XXXVI, and are shown in cross sections.)

The present magnetic bearing of the tunnel is 5 degrees East. It is straight throughout and is 18,835 feet (3.57 miles) in length. The cross section of Southern end of the tunnel is shown on sheet No. 1, and this is approximate cross section throughout (*see photographs* 59 *and* 60, *pictorial section*). With the exception of certain intervals that have a brick arch, the tunnel has no lining, but simply the arch of the chalk through which the tunnel was dug.

At the entrance to the tunnel about 8 feet from the South end, there are two doors in the walls, one on the West or left side, and the other on the right or East side. The one on the left leads into a generator room which was used by the Germans in lighting electric lamps for the tunnel. Wires from this room were carried throughout the entire length of the tunnel, and also into the various side rooms and exits. This current was also used to explode certain mines in the tunnel, and it is probable that certain of the "booby traps" found in the exit were to be exploded in a similar way. This room was originally used for engines operating the gates of the canal.

Opposite the generator room and on the East side of the tunnel there is a door through which one passes to a flight of stone steps, leading up to a large room over the arch of the tunnel which formerly was used for part of the machinery by which the gates were operated, and was known as the "Gate Room." The plan and cross section of this room are shown on sheet No. 2, figures 48 and 49.

NOTE.—"On September 30th, the day after the Bellicourt fight, Major Lawson, Water Supply Officer of the Australian Corps, and Captain Humphreys of the 105th Engineers were in this gate room. On entering this room, two pairs of what appeared to be ordinary wagon wheels set about 10 feet apart were found. Connecting the axles of the two pairs of wheels were two long poles; swung between the poles was ordinary chicken or rabbit wire. At the farther end (west end) of this cradle were several iron pots set flush to the top brick masonry and the tops about 3 feet above the floor. There were flues under these pots for fires. There were six dead Germans piled beside the pots and one of the pots contained a German head floating in some liquid. The German had short clipped red hair. The next pot was filled with liquid and two cans containing what appeared to be dirty white grease (though not solid as lard) stood beside the pot. The room was almost in complete darkness, the light entering through a small hole in the ceiling of the room. We did not examine the room in detail but we did hold a candle within a few inches of the German's head in the pot and rumpled his hair with a stick. I confess we both thought we had uncovered a rendering or boiling down plant, as the whole thing seemed so simple. The men apparently had not been killed in the room and since dead bodies must be disposed of without delay, they probably had been brought to this room for final disposition. There was the head of the German in the pot, there was liquid grease in the cans near the pots. 'Voila.' However the only missing link was, the pots were only 19 inches in diameter. We made no statement of suspicions, merely statements of what we saw to the Intelligence Department and requested that the places and the bodies be examined in detail and reported on. Their report showed that the room was used by the Germans as an ordinary cook room, that a high velocity shell had pierced the roof of the tunnel at the end where the earth covering was thin, that the shell exploded in the room, killing the Germans and throwing the head of one in the pot. That if we had examined the walls of the room under a better light, we would have seen the marks of parts of the shell and also fragments of bodies. The photographer stated that he even saw the marks of the rifling of the shell in the hole that it made in the concrete roof."

Proceeding along the main tunnel for a distance of 112 feet there is a concrete wall built by the Germans across the entire opening of the tunnel and extending to the roof. A door opens through this wall at the tow path. Machine gun openings are in this wall with a room behind it for the use of the machine Gunners. (*See details figures* 1 *and* 10, *sheet No.* 1.)

The next opening in the wall of the tunnel is on the East side at station 6 plus 00. The door is 4 feet wide and 6 feet high and leads to an exit in the West bank of a trench in the Hindenburg line, and South of Bellicourt, which is 200 feet in length, and inclines towards the surface at an angle of 30 degrees. This is called exit No. 2. (*See map of Bellicourt and vicinity, Plate XXXIV.*) A por-

tion of this exit tunnel is lined with mining timbers, the ceiling and walls being simply chalk, through which the tunnel is cut.

Exit No. 3 opens on the West side of the tunnel, is six feet high by 4 feet wide at station 6 plus 45, and extends horizontally about 20 feet to an open brick lined shaft. There are platforms in this shaft built at intervals of 12 feet and connected with ladders. It opens in a trench of the Hindenburg system on West side of tunnel. (*See figure No.* 3, *sheet No.* 1, *and exit* 3 *on map.*)

Exit No. 4, station 14 plus 32, was well braced with mine timber on both sides and overhead. A flight of wooden steps was erected its entire length of 300 feet. The gallery had its exit in West bank of trench in the Hindenburg defense system East of tunnel South of Bellicourt, and was camouflaged with green wired cloth, giving it the appearance of a simple splinter proof shelter erected in the trench. At intervals through the passage small recesses had been cut in the sides of the walls and were used by the Germans as signal station centers.

Entering exit No. 5, station 16 plus 27, a large iron gate barred the passageway to a large engine and oil store room; the engine was still intact and operated a large compressed air pump. This pump furnished air to the pneumatic chisels which were used in drilling the hard chalk formation about the tunnel. Three other small rooms occurred at this point, and were used as lubricant store rooms. On the left of this entrance there was a flight of winding stairs leading upward to a shaft overhead through which all signal wires entered the tunnel. Ladders led up this shaft toward the surface to a gallery which had the exit inside of hill 70 yards North of Exit No. 4. (*See figure No.* 5, *Sheet No.* 1.) At the end of these spiral stairs there was a long passageway which crossed over to the West side of tunnel and made accessible three large sleeping rooms for the troops. Across the passage opposite these rooms a flight of wooden steps ran to the surface, and had its exit in West bank of main road West of tunnel. (*See Figure No.* 5, *Sheet No.* 1.)

Exit No. 6, at station 23 plus 60, afforded a quick entrance to the tunnel by means of a wooden flight of steps which ran throughout its entire length of 250 feet. The gallery was well braced with mine timbers on both sides and overhead and inclined toward the surface at an angle of 45 degrees. The field exit occurred in the South bank of a communication trench connecting the Hindenburg and Le Catelet-Nauroy line, just South of the town of Bellicourt. The exit was camouflaged with heavy brush and débris and gave the appearance of an ordinary dugout in the side of trench.

Exits No. 7 and 8, at station 29 plus 72, were found on East and West sides of tunnel, respectively. A small narrow gauged railway entered tunnel at these points. This railway was evidently used by the Germans as a means of conveying supplies, or excavated material to the surface. The East exit, 340 feet in length, inclined toward surface at an angle of about 30 degrees. A wooden chute was also erected in this gallery and had been worn smooth on both sides and bottom by use. Field exit of this lateral gallery occurred on East side of main tunnel about 150 yards Northeast of field exit No. 6. It was well camouflaged by means of timbers, brush and débris and resembled an ordinary shelter or splinter proof dugout. This camouflage, however, failed of its purpose as allied aviators discovered that it was an entrance to tunnel, and notes were made of same prior to the battle of Bellicourt.

The West exit, No. 8, at station 29 plus 72, led gradually up an incline of about 10 degrees with the horizontal for a distance of 300 feet, and terminated under the Chateau in which survey party was billeted at time of Survey. This Chateau was evidently used as a conference place for German officers or as a first aid station, as the rooms were equipped with tables and lounging chairs. The small narrow gauged railway mentioned above also entered tunnel through this gallery.

An air shaft leading to surface (opening No. 9) was found at station 31 plus 73. A three-inch pipe connected to an air compress-


PLATE XXXII
THE HINDENBURG LINE ON THE II AMERICAN CORPS FRONT
September 29, 1918
LEGEND
TRENCHES
WIRE ENTANGLEMENTS
TUNNEL EXITS
TUNNEL
DUG-OUTS
OBSERVATION POST
CONCRETE
MACHINE GUN POST
CONCRETE
CRATER
TRENCH MORTAR
RAILWAYS, METRE GAUGE
SUPPLY DUMP, STORES, OR DEPOT
ENGINEER PARK
HEADQUARTERS OF UNITS
—105th ENGINEER REGIMENT.
HINDENBURG LINE
Nargicourt
Bellicourt
Buckshot Ravine
Macquincourt
Dark Valley
Clamore
Tombois Farm
Tombois Valley
Tombois Road
Gillemont Road
Overmount Farm
Overmount Copse
Mount Olympus
Knoll Wood
Bony
Gillemont Farm
Diamond Copse
Sentinel
Quarry
Nauroy
Le Catelet
Gouy
Gouy Copse
Gouy Station
Cabaret Wood Farm
Ruby Wood
Ruby Farm
Ruby Trench
Gillemont Farm
Gillemont Valley
Gillemont Trench
Gillemont Line
Wilkins Line
Wilkins Trench
Wilkins Post
Wilkins Copse
Wilkins Ravine
Wilkins Quarry
Wilkins Dugouts
Club Quarry
Club Dugouts
Quarry Trench
Quarry Ravine
Quarry Dugouts
Bruyere
Bruyere Ravine
Bruyere Dugouts
Pearl Wood
Pearl Wood Copse
Sun Copse
Sun Trench
Sun Dugouts
Sun Quarry
Sun Ravine
Sun Post
Sun Switch
Sun Support
Sun Reserve
Sun Line
Sun Station
Sun Ravine
Sun Dugouts
Sun Quarry

ing pump ran up through this shaft to the surface, a height of 130 feet.

Progressing Northward to point No. 10, station 39 plus 52, a concrete barrier wall was found similar to the one at station 1 plus 12. This wall was constructed to defend the Northern entrance of tunnel. (*See sketch No. 10, sheet No. 1.*) The room just back of wall contained several wooden cots, and was evidently a permanent guard post for German Machine Gunners.

Both Northern and Southern ends of tunnel were fortified for a distance of one mile from each end by means of exits to surface, barrier walls, etc., as described above.

Exit No. 11, at station 43 plus 51, formed the last exit for the defense of the Southern end. This exit, 275 feet in length, was similar to the others, well constructed, braced with mine timbers and wooden steps throughout, and had its field entrance on East side of tunnel in a trench system North of Bellicourt. (*See Plate XXXIV.*)

Openings 12-16: Air shafts existed at intervals directly over center of tunnel. Shaft at point No. 12, station 47 plus 08, was used as a well from which water was drawn to surface by means of a windlass, bucket and rope. Shaft at point No. 13, station 63 plus 50, was built for ventilation and was used for no other purpose. Two channels were found at point No. 14, station 65 plus 30, through which seepage water entered canal. It was impossible to explore these channels, however, as they had been filled with excavated material by the Germans. An air shaft to the surface was found at point 15, station 72 plus 76, and another at point 16, station 79 plus 76.

The next point of examination was exit No. 17, station 81 plus 15, which was located on East side of tunnel. A ladder led to a chamber overhead; from which chamber a shaft led to the surface, which could be reached by a series of ladders. Examining the chamber, it was found that entrance to a parallel tunnel six feet by ten feet in cross section was made through an opening in the wall four feet by six feet. The parallel tunnel served to collect and convey the seepage water to the canal. Proceeding along this parallel tunnel, it was found that at several points galleries had been tunneled out over center of canal, probably with the purpose of mining arch of main tunnel to destroy it in case of emergency.

There was an airshaft at point No. 18, station 89 plus 90, which served for ventilation purposes only.

At several places in the East side of the wall large recesses had been cut and were used as store rooms, lockers, etc. The largest of these rooms was found at point No. 19, station 96 plus 25, and was evidently used as a store room for petrol. Another was found at point No. 20, station 96 plus 60, and served as an engine room. This engine operated another compressed air pump supplying air to pneumatic chisels, drills, etc.

Exit No. 21 at station 103 plus 67 was an inclined tunnel, 210 feet long, in which was a flight of wooden steps leading to the surface. The outlet of the exit of tunnel entrance was adjoining a trench mortar emplacement. This entrance was well built and camouflaged with brush. There were many dugouts constructed in the tunnel embankment near this point, and it would have been impossible to distinguish from the air this tunnel entrance from similar entrances nearby. This entrance to the main tunnel served as a place of refuge from shell fire for the operators of the trench mortar batteries.

Exits 22-24: Beyond exit No. 21 there were 3 shafts encountered which were used for ventilation purposes only. No. 22 at station 112, plus 80; No. 23 at station 122, plus 50, and No. 24 at station 129, plus 60. In construction and use these shafts were similar to Nos. 12-16.

Entering exit No. 25, station 132 plus 68, a flight of steps to the right was found to lead into the previously mentioned parallel tunnel. To the left this tunnel was inaccessible. (*See Figure No. 25, sheet No. 2.*) Passages were blocked by excavated material and an exit to the surface was impossible at this point.

About 115 feet North of this point, and on

East side of tunnel, a straight inclined exit (No. 26) to the surface was found. This tunnel inclined toward the surface at an angle of 30 degrees. The entrance was blown overhead by a mine, and access was made to same by crawling under the fallen timbers until clear passageway was reached.

Air shafts existed at points No. 27, station 146 plus 30, and No. 28, station 152 plus 70.

The next exits encountered were completely demolished by mines, thus making them impossible to explore. One occurred at point No. 29, station 152 plus 92, the other at point No. 30, station 153 plus 91.

As progress was made toward the Northern entrance of the tunnel, signs of a bitter struggle were apparent. Exits No. 31, station 158 plus 98, and No. 32, station 159 plus 98, were completely demolished, walls caved and mine timbers crushed, making them impossible to explore. There were also disagreeable odors originating from these entrances but the origin could not be found. The air shaft at point No. 33, station 161 plus 30, was blown in, also tunnel entrance No. 34, station No. 164 plus 85. The tunnel arch overhead, 35 feet North of exit No. 34, was blown. It was evident that a small gallery leading from the small parallel tunnel to a point over the center of main tunnel had been mined and blown, and had caused the destruction of arch at this point. The walk and side wall were also demolished for a distance of 30 feet.

The exploration of exit No. 36, station 166 plus 73, was made with difficulty. The entrance and side walls of this exit were blown, but by crawling over fallen timbers and over broken beams the surface exit on East side of tunnel was finally reached. The gallery leading up had evidently been mined before the attack, as cavities were seen behind the side wall timbers. This exit had well constructed wooden steps throughout, and was 130 feet long. The field entrance was constructed similar to exit No. 21, and from the air would have appeared to be just an ordinary dugout, one among many, which were constructed in the tunnel embankment in this vicinity.

Exit No. 37, station 171 plus 15, is on East side of main tunnel, and was in fairly good shape, although several pieces of Hun equipment lay in small recesses of the side wall and gave the impression of a hasty retreat by its occupants. Wooden steps were constructed throughout its entire length of 190 feet, and it is inclined at an angle of 30 degrees toward the surface. The field exit was located about 450 feet North of field entrance No. 36.

The tunnel entrance of exit No. 38, station 172 plus 15, was demolished, but could be followed to the surface, a distance of 200 feet. It was similar in construction to Nos. 37 and 38. The surface exit was on East side of tunnel embankment 500 feet North of exit No. 38, was carefully camouflaged with green wired cloth, and served as a place of safety from shell fire for a Trench Mortar Crew.

The canal through tunnel was filled with canal boats for a distance of 4,000 feet from the Southern entrance. These boats were used by the Germans to provide quarters for the men. A continuous board platform was built from the tow path to barges, and one canal boat was sunk at each end to hold the others in place.

During the whole period of survey it rained constantly and water would continually seep through the walls, causing the tunnel to be very damp, muddy and disagreeable.

Description of the Hindenburg Line Immediately in Front and Rear of the St. Quentin Canal Tunnel at Bellicourt

Generally the Hindenburg line contains a large number of dugouts, lined with mining timbers, having entrances four feet by six feet, with wooden steps leading down to a depth of about 30 feet, into a small room capable of holding from four to six men, and in many cases these dugouts were wired for electric lights.

In the second line of the Hindenburg sys-

(39) Field Exit tunnel .77+

(37) Two accessible tunn
171+13, 172+15 (38)

(34) (35) Field exit tunnel 166+73
Tunnel arch demolished

PLATE XXXII

DETAILS OF THE ST QUENTIN TUNNEL

SHEET No. 2 in two sheets

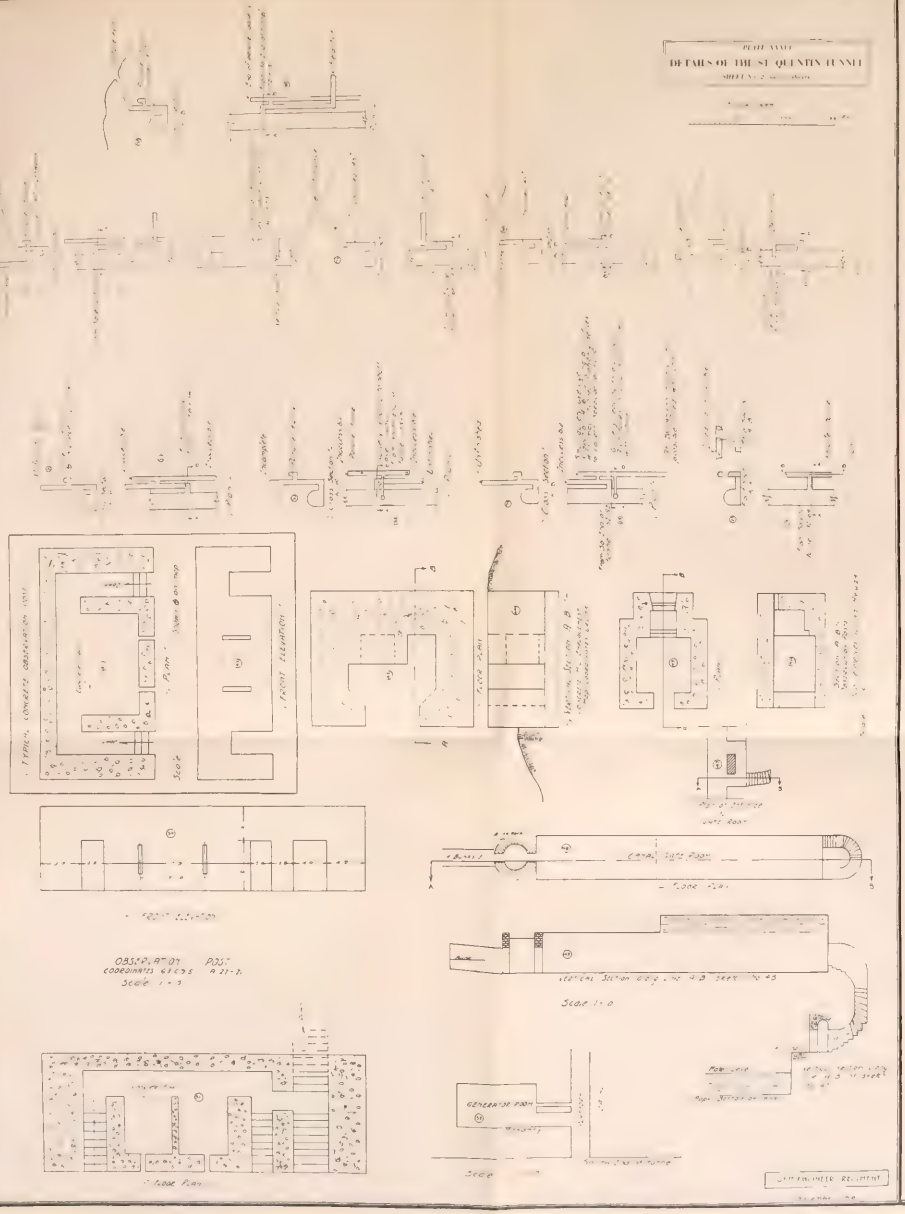
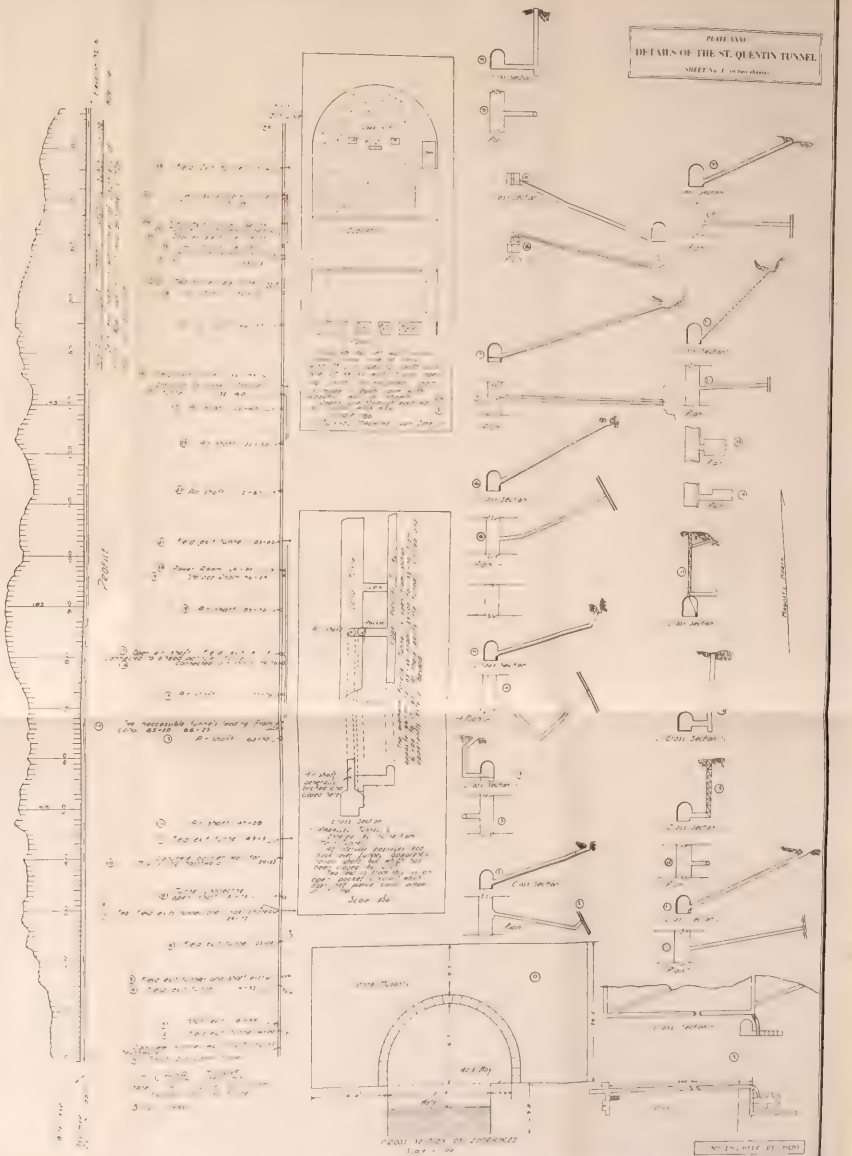


PLATE XXXII

DETAILS OF THE ST. QUENTIN TUNNEL

SHEET No. 1 in two sheets



tem of defense, from a point 1000 yards South of Southern entrance to tunnel, to Northern entrance of same, there are 155 dugouts. The larger part of these dugouts are situated directly West of Bellicourt, while smaller concentrations occur near South mouth of tunnel, and midway between the South mouth and the town of Bellicourt.

A total of twenty-seven observation posts are about evenly distributed along this line, with the exception of a point 500 yards Northwest of Southern entrance to tunnel, where a group of six occur. (*Sketches 41 and 42, sheet No. 2.*)

In communication trenches, and along roads connecting the second and third lines of this system, just West of Bellicourt, there are ten other dugouts.

From a point about 1500 yards South of the Northern entrance of tunnel, to the town of Bellicourt, a distance of 4000 yards along the third line of defense, there are 112 dugouts. From the intersection of this line with the canal to a point 1000 yards South, there are 21 dugouts, making a total of 133 dugouts along third line of defense.

Only six observation posts occur along the line and are separated by approximately equal intervals.

In the Le Catelet-Nauroy line there are 57 dugouts of which the greater portion are concentrated midway the line between Nauroy and Le Catelet.

All observation posts were constructed of concrete. Several of these observation posts had the appearance of having been started for Machine Gun Emplacements and then converted into Observation Posts. All had concrete shelters for the observers.

Quite an elaborate system of dugouts were constructed by the Germans in a deep quarry. (*See map reference 4G16d7/3.*) These were constructed in two systems, three dugouts to a system, and apparently were used as a field dressing station with a complete electric lighting plant installed in same and supplied with numerous wire netting cots and other arrangements for surgical treatment. Nineteen dugouts similar to those in the Hindenburg line, as described above, are located in the East bank of the canal and extend from the field dressing station in the Quarry to the South mouth of the tunnel. These were not all examined in detail but there are probably several connected in pairs. The two immediately at the South end of the tunnel are connected and from one of these a tunnel extends to the East bank of the canal. Three more are connected and a tunnel leads from one of the three to the East bank of the canal. Also about 60 feet before this tunnel reaches its opening at the East side of the canal, another tunnel leads Southwest from it to a concealed Machine Gun Emplacement as shown on the map. Good protection from shell fire and quick and easy access to this emplacement were afforded to the machine gun operators by this tunnel. In a few cases the dugouts were larger and connected in pairs underground.

There were no concrete machine gun emplacements observed in connection with the trenches of this part of the Hindenburg line, but several well placed ones were observed along the West rim of the canal just South of the Southern entrance of the tunnel, and in Bellicourt. (*See map, Plate XXXIV.*) These all had splendid fields of fire.

Sheet No. 2 shows a typical Machine Gun Emplacement constructed of concrete. These emplacements were located at points along the trench system, which gave them field of fire covering any possible direction of advance from the West. (*See sketches 43 and 44, sheet No. 2.*)

Figures 45 and 46, sheet No. 2, show the smaller type of observation post, two of which were found. One about midway and 200 yards West of tunnel, the other about 900 yards West of Northern end of tunnel and on North side of road connecting the Northern end of tunnel with the Gillment Road.

Figures Nos. 50 and 51, sheet No. 2, show a plan of the observation post constructed of concrete and of dimensions as shown. This observation post was located in the front line of the Hindenburg line West of Bellicourt; was larger than the others and was proof

against shell fire. The post afforded splendid observation on the main road between Hargicourt and Bellicourt.

Strongly built barbed wire entanglements generally of the "Double apron" type with the screw pickets had been erected in connection with the trench system as indicated on map. This wiring had well withstood the powerful Artillery fire directed against it.

There was practically no revetment in the trenches examined, and no evidence of framing or duck boards set in place. These trenches, however, were dug in the chalk soil which washed only slightly, permitted rapid excavation to considerable depth, and held their shape remarkably well.

From the above description it can be seen that the Germans took every advantage of the underground tunnel at Bellicourt. The fortification of this feature gave them one of the strongest positions of the Hindenburg system of defense. This fact should be borne in mind when reviewing the deeds of the Thirtieth Division.

The Heavy Artillery Barrage Map Plate XXXVII shows the H. A. fire on September 29th.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.,
Commanding 105th Engineers, and Division Engineer.

OCTOBER 2ND—FAIR AND COLD

Division Headquarters moved to Herbecourt and with them a detail of seventeen carpenters from Headquarters Company to work on Division Headquarters. Captain Clarence E. Boesch, Adjutant, was ordered to General Staff School and left at 0900 hours, Captain Willard P. Sullivan being appointed Adjutant of the Regiment. Lieutenant Clarence S. Stroup left for Army training school at Langres per G. H. Q. orders, thereby leaving Company D with only one Lieutenant, John F. Hill, who was on special duty with the company. Lieutenant George P. Murphy was put in temporary command of Company D and took charge October 3rd.

In order to move the Division, practically all of the twelve lorries assigned to the 105th Engineers were used and it became necessary to call upon the Chief of Staff II Corps to have these lorries returned to us. Beginning October 3rd, we were to draw rations from Peronne, a distance of about 20 miles.

Orders were received in the morning that the 105th Engineers would concentrate in the Hargicourt area for work on light railways, and referred us to the Area Commandant at F 24 c. Investigation failed to find any Area Commandant at this location so no moves were made.

The Commanding Officer went to Corps Headquarters near Asservillers to find out just what would be expected of the 105th Engineers, no definite orders having been received up to this time. However, in the meantime, Major Frid, commanding No. 6 Company of Canadian Railway Troops, had gotten in communication with Major Lyerly of the 2nd Battalion, and in the afternoon Companies D, E and F worked on the railway from Roisel through Templeaux to Hargicourt, as follows:

Company D worked from 1230 hours to 2000 hours with 36 men unloading ballast at L 10 a 8.9. 30 men grading at L 10 a 8.9. 69 men loading ballast at L 2 c 6.9. 18 men as camp details and guard.

Company E worked from 1230 hours to 2000 hours with the whole company ballasting. Two hundred yards of track were ballasted.

Company F worked from 1230 hours to 2000 hours, grading the road from G 7 d 8.8 to G 9 d 5.5. 2,500 feet of road bed was graded.

The First Battalion remained in camp at Hervilly, resting and cleaning up.

Captain B. S. Dowling, the Australian Engineer Liaison Officer, attached to the regiment, returned to his organization. Lieutenant Colonel Hearn of the British Royal Engineers, who had been attached to us for temporary duty on water reconnaissance and defenses September 28th by Appendix K to Engineer Operations Headquarters II Amer-

ican Corps, also left us. As everything was handled entirely satisfactorily in regard to water and defenses, there had been no duties for Lieutenant Colonel Hearn.

OCTOBER 3RD—FAIR

Companies D, E and F worked on light railways. The First Battalion at Hervilly were to have worked on the light railways also and the men were assembled ready to be transported to the work by rail, as agreed upon with Major Frid. However, no transportation was available and the men were dismissed and allowed to rest the balance of the day. The work accomplished by the Second Battalion was as follows:

Company D worked from 1230 hours to 2000 hours with

36 men unloading ballast at L 10 a 8.9.
30 men grading at L 10 a 8.9.
63 men loading ballast at L 2 c 6.9.
24 men on camp details and guard.

Company E worked from 1230 hours to 2000 hours with

48 men quarrying and loading stone ballast at K 11 b 1.5.
47 men ballasted 400 yards of track at K 6 d.
41 men ballasted 400 yards of track at K 12 a.

Company F worked from 1230 hours to 2000 hours with

135 men grading from G 9 d 5.5 to G 16 b 5.5 and
50 men repairing ballast at G 7 d.

At 1500 hours, October 3rd, telegraphic orders were received that the 105th Engineers would be employed on railway construction under orders of A. D. L. R. 4 until further orders. This order had been put into effect before it was received through channels.

OCTOBER 4TH—FAIR

The First Battalion worked on Light Railways and the 2nd Battalion remained in camp for a rest and to clean up.

The First Battalion work was as follows:

Co. A—50 men loading ballast at K 10 d 5.5.
45 men surfacing track from K 11 a 5.3 to K 6 c 8.1.
8 men surfacing track at L 1 c 5.3.
40 men laid a siding at L 2 d 9.9, where the work was greatly delayed on account of material not being brought up in time.

Co. B—150 men spiking track in L 2 b Central.

Co. C—150 men tore up two miles of old track, unloaded track material, laid one mile of track and excavated 55 cubic yards of earth for a side track, the work being done under considerable shell fire.

Extract of S. O. 265, G. H. Q. A. E. F. 1917 Paragraph 205 under provisions of G. O. 78 W. D. 1918, was received announcing the following temporary appointments in the Corps of Engineers, U. S. Army, effective September 2nd, 1918:

Bascom L. Field from 1st Lieut. to Captain and assigned to 105th Engineers.
Ralph R. Marrion from 2nd Lieut. to 1st Lieut. and assigned to 105th Engineers.
Frederick H. McDonald from 2nd Lieut. to 1st Lieut. and assigned to 105th Engineers.

Captain Bascom L. Field was killed September 29th in action and though appointed Captain September 2nd, was never notified of the appointment. Lieut. Ralph R. Marrion was at Army school and did not return until October 16th, when he signed his acceptance and oath of office. He was wounded October 17th in action and died of wounds the night of October 17th.

Lieut. McDonald was wounded September 29th in action and had not been released from the hospital on July 15th, 1919. His papers were mailed to him.

Notice was also received from G. H. Q. that Master Engineer Sidney E. Jennett and Sergeant John T. Newman of this regiment, who had successfully passed the course at Army Candidate School at Langres, had been ap-

pointed 2nd Lieutenants and assigned to the 105th Engineers.

Other successful candidates from this regiment who were appointed 2nd Lieutenants were as follows:

Master Engineer Junior Grade Paul N. Howard assigned to 111th Engineers.

Sergeant 1st Class Andrew W. Lull assigned to 111th Engineers.

Battalion Sgt. Major Edmund P. Robinson assigned to 114th Engineers.

First Sergeant Granville G. Wyrick assigned to 114th Engineers.

Master Engineer Sr. Grade Henry B. McKoy assigned to 114th Engineers.

Master Engineer Junior Grade Robert W. McGeachy assigned to Army School Langres as instructor (later to 105th Engineers).

Verbal orders were received from the Corps Engineer that work on light railways would be discontinued as the division was relieving the 2nd Australian Division. Orders were issued stopping the work on railways and holding the regiment in readiness to move. Company F was ordered to be ready to join the 118th Infantry. The relief of the 2nd Australian Division was to be made October 5th and 6th.

Under orders from the Regimental Commander, Major Lyerly with the regimental commander visited the headquarters of the 5th and 6th R. E. Companies of the 2nd Australian Division, situated near St. Quentin Canal, to arrange for the taking over of the engineering work at the front of these R. E. companies, and the relief of these companies upon receipt of orders. All arrangements for the relief of companies were completed.

OCTOBER 5TH—FAIR

The regiment was held in readiness to move. However, orders were received for only one company which was to be attached to the 59th Brigade. Company F was assigned to this duty and moved by road from L 10 d 9.3 to H 13 central, East of Nauroy, where they dug in on each side of the road. The movement was completed by 1530 hours. Captain Seelye preceded the company and reported to the Commanding General 59th Brigade and completed plans for the work of the company in the advance with the Infantry.

Operation Order No. 2, as follows, was issued this date:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 5, 1918.

OPERATION ORDERS
No. 2

Map Reference: France—62C & 62B 1/40,000 or Sheet 62C 1/40,000 and WIANCOURT 1/20,000.

1. The 30th Division will take over from the Second Australian Division a sector of the Front Line to the East of BELLICOURT. The 105th Engineer Regiment will take over from the R. E. Companies of the Second Australian on October 6th.

2. Company C will relieve the 6th R. E. Company now in camp near the Canal, South of BELLICOURT. Companies A and B will move to the Area East of the Canal and West of NAUROY, selecting suitable camping posi-

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PLATE XXXVII: HEAVY ARTILLERY BOMBARDMENT MAP—II CORPS FRONT, SEPTEMBER 29TH, 1918

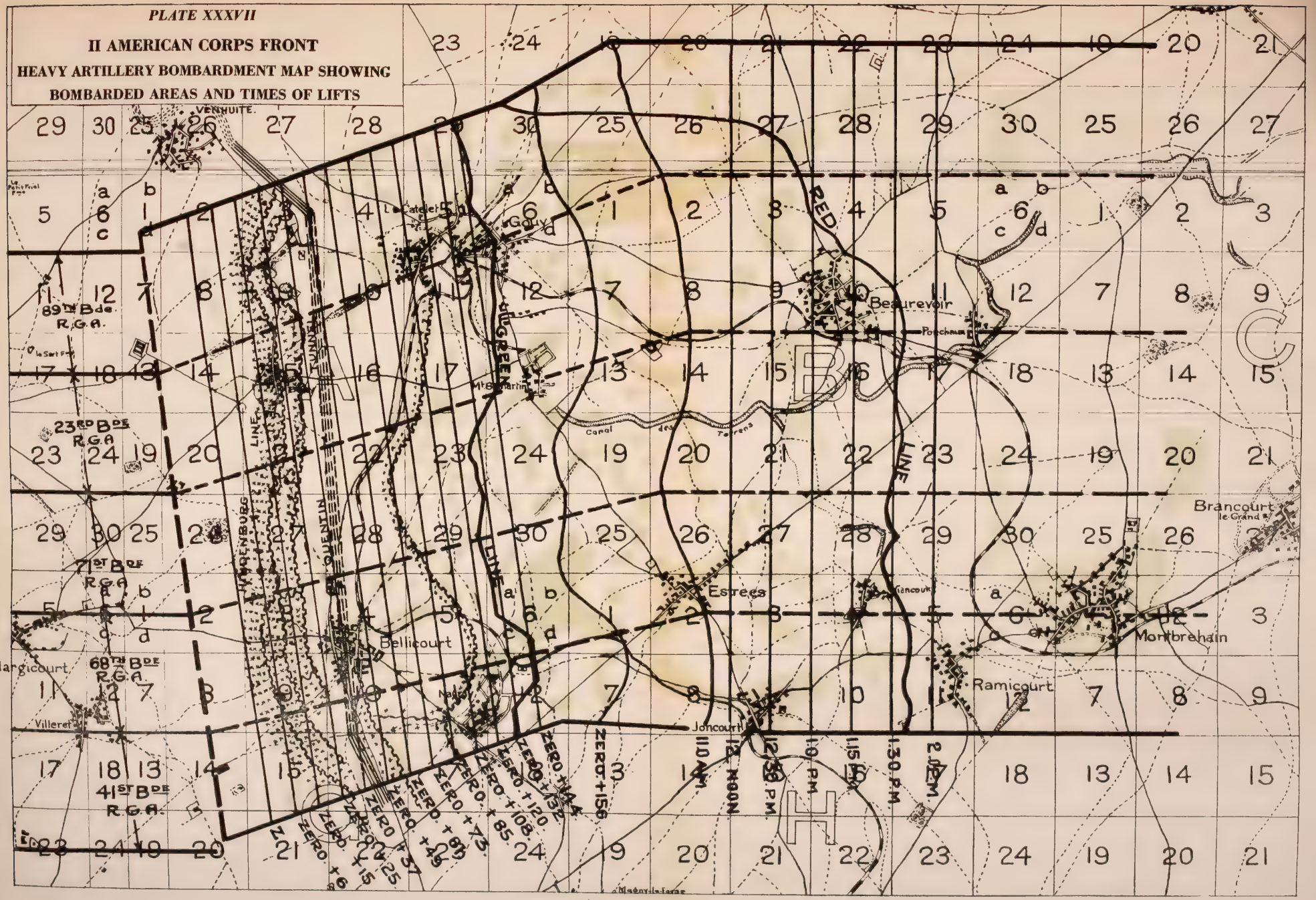
The barrage map reproduced here was used by the heavy artillery in the attack on the Hindenburg line. This map also shows the barrage lifts of the light artillery. A study of this map in connection with Plates II, XXXIII, XXXIV, XXXV and XXXVI will be found very interesting.

PLATE XXXVII

II AMERICAN CORPS FRONT

HEAVY ARTILLERY BOMBARDMENT MAP SHOWING

BOMBARDED AREAS AND TIMES OF LIFTS



tions. First Battalion Headquarters will move to a suitable position in the same area.

3. The personnel of the First Battalion will move at 9 A. M. and will follow the road HERVILLY, HESPECOURT, cross-roads L 15 a 7.9, road fork L 4 c 8.3. HARGICOURT, BELLICOURT Road (in case of rain, the route followed to be HERVILLY, HESPECOURT, road crossing K 12 d 3.3, TEMPLEAUX, HARGICOURT, BELLICOURT Road). The First Battalion Transport, including rolling kitchens and water carts, will follow with the Regimental Transport.

4. Second Battalion Headquarters will move to suitable location near BELLICOURT, now occupied by 5th R. E. Company of the 2nd Australian. Company D of the 2nd Battalion will relieve the 5th R. E. Company of the Second Australian at the same location as Battalion Headquarters. Company D will arrange the necessary details for taking up water reconnaissance, examination for "Booby Traps" and mines, reconnaissance of roads and tracks, location and examination of dugouts and other accommodations, and also for locating and reporting such Engineer Stores as may be found in captured territory.

5. Company E of the 2nd Battalion will remain in its present location as Division Engineer Reserve troops. Company F will proceed to location East of NAUROY as Division Engineer troops, to assist 117th and 118th Infantry Regiments. Commanding Officer of Company F will report to the C. O. of the 59th Brigade and arrange with him in regard to the number of Engineer troops to be detailed to each regiment.

6. The Regimental Supply Company with the First Battalion Transport attached will proceed by the road HERVILLY, ROISEL, TEMPLEAUX, HARGICOURT, BELLICOURT, to a location East of BELLICOURT, and between the Canal and NAUROY. These transports will move as early as possible on the morning of October 6th.

7. The Personnel Officer, with his force, will move with the Regimental Transport and Supply as far as Regimental Headquarters, which will be at L 2 d 0.7, TEMPLEAUX (present location 2nd Battalion Headquarters).

8. The Engineer Train will move on the road following the Regimental Transport to a location East of HARGICOURT, between HARGICOURT and BELLICOURT. Suitable location to be selected by C. O. Engineer Train.

9. Regimental Headquarters and Band will move at 10 A. M., October 6th, to TEMPLEAUX L 2 d 0.7 (present location of 2nd Battalion Headquarters).

10. Division Engineer will be at Division Headquarters in quarries F 27 Central. Messages and reports will be sent to Regimental Headquarters at L 2 d 0.7.

11. Each unit will immediately upon arrival at its new location notify Regimental Headquarters of its arrival and give proper map reference and the location.

12. The road regulations and march discipline governing movement in this forward area will be strictly observed.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U.S.A.

In the morning Major Lyerly, acting under orders from the regimental commander, went to Headquarters 2nd Australian Division Engineers at F 27 c 8.4 and arranged for taking over all engineering work and dumps in the forward area. The dumps were located at L 4 c 5.5 and L 15 d 5.8. After arrangements were completed, one N. C. O. and one private were sent to relieve the Australians on these dumps.

One man, Private Seborne Chandler of Company E, was severely wounded by shell fire.

OCTOBER 6TH—FAIR

During the night, October 5th-6th, the official time changed from Summer to Winter time, the hands of the clock being moved back at 0101 hours to 0001 hours.

In compliance with orders received October 5th from the Corps Engineer, a detail of

two Master Engineers, Farmer and Saddler and 55 other ranks, all select tradesmen, were sent to Bray-sur-Somme for work at the Corps Dump. These men were selected equally from the two battalions and reported to Rosiel at 1000 hours.

In the morning Lieut. Murphy went to Nauroy and selected suitable Battle Headquarters for Division Headquarters. Division Headquarters, however, moved during the day to Quarries in F 27.

In compliance with Operation Orders No. 2, Headquarters 105th Engineers, October 5th, 1918, the regiment moved forward to the Nauroy area and the following are the locations at which the different units were camped (*see map Plate II*):

Regimental Commander (Division Engineer)	Quarry F 27 Central
1st Battalion Headquarters	G 17 b 2.8
Company A	G 17 b 2.8
Company B	G 11 d 7.4
Company C	G 16 d 5.2
1st Battalion Transport	G 16 b 8.8
2nd Battalion Headquarters	G 15 b 8.9
Company D	G 16 b 1.0
Company E (which did not move)	L 1 c 4.6
Company F (which moved Oct. 5th)	H 13 Central
2nd Battalion Transport	G 9 b 4.5
Engineer Train	G 3 c 7.2
Personnel Adjutant, Headquarters and Band	L 2 c 9.7

During the day one officer and 100 men of Company E worked on Division Headquarters at F 27 c 8.4, erecting additional shelters.

In the afternoon details from Company E took over the Engineer dumps from the 2nd Australian Divisional Engineers at Estrees, H 2 a 5.2, Bellicourt G 10 a 7.2 at L 4 c 5.5 and L 15 d 5.4. These details consisted of one N. C. O. and one private for dump H 2 a 5.2 and one N. C. O. and one private for the two dumps G 10 a 7.2 and L 4 c 5.5.

Company C relieved the 6th Company, 2nd Australian Divisional Engineers, and Company D relieved the 5th Company, 2nd Australian Division Engineers.

This movement brought the regiment back into the line with Company E in reserve and Company F attached as Engineer troops to the 59th Brigade, the 30th Division having taken over from the 2nd Australians.

Captain Seelye, in command of Company F, with the approval of the commanding general 59th Brigade, made the following dispositions of Company F with the Infantry: The 1st and 3rd platoons under Lieut. McLeod were attached to the 118th Infantry, and the 2nd and 4th platoons under Lieut. Sill attached to the 117th Infantry. These platoons were to assist the advancing infantry by doing any engineering work that might be required.

At 0730 hours Major Lyerly, commanding 2nd Battalion, received word from the Regimental Commander that a "Jumping Off Tape" would possibly have to be laid in front of the present front line starting from a point at Northern Divisional boundary at B 18 c 0.2 to a point at B 30 d 7.2 for a minor attack on the morning of October 7th if same was carried out. Major Lyerly instructed Captain Seelye to consult with the Commanding General 59th Brigade regarding the laying of this tape. After going over the plans and maps the commanding general 59th Brigade decided to use the road from B 17 d 8.0 to B 30 d 2.0 as a jumping off line, which decision made it unnecessary for the Engineers to lay the tape. Attention is invited to Plate II to show where line was at the time of the take over.

CHAPTER XI

THE BATTLE OF MONTBREHAIN, SOMME OFFENSIVE, AND RECORD OF EVENTS TO OCTOBER 17TH, 1918.

This period begins with October 7th, 1918. The 30th Division had taken over that section of the front East of Bellicourt which reference to map (*Plate II*) will show. The 105th Engineers had taken over from the 2nd Australian Divisional Engineers.

The strength of the units of this Regiment and their locations were as follows:

Unit	Officers	Other Ranks	Location
Reg. Headquarters	2	4	Quarry F 27 cent.
1st BN Headquarters	2	7	G 17 b 2.8
2nd BN. Headquarters	2	10	G 15 b 8.9
Hq. Co. and Band	5	116	G 12 c 9.7
Company A	3	193	G 17 b 2.8
Company B	3	213	G 11 d 7.4
Company C	4	222	G 16 d 5.2
Company D	0	150	G 16 b 1.0
Company E	3	139	L1 c 4.6
Company F	4	202	H-13 central
1st BN. Transport	1	51	G 16 b 8.8
2nd BN. Transport	1	70	G 15 a 8.9
Sanitary Detachment	6	26	G 11 a 1.1
Engineer Train	1	72	G 3 c 7.2
	38	1,475	

OCTOBER 7TH, 1918—FAIR

Headquarters Company: The Engineer dumps were moved by details from Headquarters Company. The main dump was located at Bellicourt G 10 a 7.2, an advanced dump was at Estrees H 2 a 5.2 and a dump at L 4 c 5.5. There was also a dump at L 15 d 5.9 which the Australians took over from us and which was taken over again from them. This dump was also moved to Estrees. During the day the dump at L 4 c 5.5 was moved forward to the Estrees dump at H 2 a 5.2.

The 17 men sent with Division Headquarters to Herbecourt were still on detached service with Division Headquarters and attached to Headquarters Troop. This detail was now engaged in building Division Headquarters at F 27 Central.

Five water lorries which had reported on October 6th and seven which reported at 1000 hours to-day were turned over to G-1 for operation.

On October 6th Battle Instructions No. 1, Series B, Headquarters 30th Division, dated October 6th, 1918, had been received, stating that the 30th Division would attack on Zero day.

Everything was done on the 7th in preparation for this attack which was to be made on the 8th. There had been a local attack by the 117th Infantry in the morning to straighten the line for the attack of the 8th. The following orders were issued:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

October 7, 1918

OPERATION ORDERS
No. 3

1. The Thirtieth Division will attack on ZED day, Zero Hour. At the same time the Sixth British Division will attack on our right, and the Twenty-fifth British Division will attack on our left.

2. The commanding officer of the Second Battalion is charged with the proper and accurate laying of the "jumping-off Tape" on Y/Z Night. The line to be taped will be the line agreed upon by the Brigade Commander and the Commanding Officer of the Second Battalion will obtain this location from him.

3. When this work has been completed a report will be made at once to the Division Engineer that the task of laying the tape has been accomplished.

4. The First Battalion will be used in road construction, and will have charge of keeping the Red and Black Roads open and the connecting Blue Roads, as indicated on the map which is attached as part of this order.

5. The work is divided into three tasks, as follows:

1st Task: (a) The object of the first task is to provide at the earliest possible moment after Zero hour two roads fit for Field Artillery, approximately along the lines shown on the attached maps.

(b) The working parties must be ready to start work at the moment the barrage opens. They will work behind the infantry who carry out the first attack, and as close to them as is practicable.

(c) Sufficient men will be detailed for this first task of opening the Black and Red Roads to ensure its being passable for Artillery, probably one company should be detailed for this purpose, two platoons to each road.

(d) When the road has been carried forward as far as practicable, the detail on this first task will begin opening the Blue Roads connecting the Red and Black Roads, or assist the detail on the second task, according as which is the most important task at that time.

2nd Task: The object of the Second Task is the maintenance of the roads opened by the first detail, and the conversion of the Black road from ESTREES, East into a two-way M. T. road.

Progress reports on the condition of each sector of each road under construction will be rendered every two hours to the Division Engineer through First Battalion Headquarters.

Each road will be marked by appropriate signs, letters to be of the color that the road is named.

3rd Task: Suitable officers and other ranks will be detailed to thoroughly examine the roads constructed in order to ensure that they are not mined or that there are any "booby traps" in vicinity of the same.

Battalion Headquarters of the First Battalion will be at G 17 b 2.8.

6. The Second Battalion:

(a) Company D will reconnoiter all sources of water in advanced area; will search for "Booby-Traps" and mines; examine dugouts and other shelters, and make a general reconnaissance of Engineer supplies in the area of the advance and the condition of roads and railways. Detailed instructions are given in Appendix A.

One officer and 20 other ranks of the No. 1 Australian Tunneling Company will report to the C. O. of the Second Battalion at Nauroy G 17 b 3.9 at such hour as he directs, to assist in the work of searching for mines and "booby traps."

(b) Company F is assigned for Engineering work with the 59th Brigade, and will make such arrangement with the Commanding Officer of the 59th Brigade as will ensure the most efficient use of the Engineer troops.

(c) Company E will be held in reserve at Templeaux L 1 c 4.6.

(d) Second Battalion Headquarters will be maintained near Bellicourt G 15 b 8.9.

7. Main Engineer Dump at Bellicourt.

The advanced Engineer Dump will be at ESTREES H 2 a 5.2.

A mobile dump on two lorries will be held in readiness at H 2 a 5.2.

8. On Zero Day the men will carry the following equipment and supplies:

Haversack pack, shelter half, raincoat, one or two changes of socks, mask and helmet, 100 rounds ammunition in belt, rifle, full canteen, the unconsumed portion of the day's ration, and the iron ration.

9. The Division Engineer will be at Division Headquarters, Quarries F 27 Central.

10. Reports will be sent every two hours to Division Engineer. Each report will state time and place, in addition to any other information.

Joseph Hyde Pratt,
Lieutenant Colonel, Engineers, U. S. A.
Division Engineer.

105TH ENGINEER TRAIN
AMERICAN EXPEDITIONARY FORCES

October 7th, 1918

1. On Zero Day the Engineer Train will hold itself in readiness to send forward wagons of Engineer Stores, as they may be called for.

2. Two wagons loaded with picks, shovels, axes, and sandbags will proceed to Estrees, reaching there at Zero hour, to be used, if necessary, as a mobile Engineer Dump. They will take suitable position near the Advanced Engineer Dump at H 2 a 5.2.

3. The Engineer Train will make reports through First Battalion. They will report their arrival at Estrees, and any further movement of the wagons; otherwise no additional report will be required.

These wagons will return to their original base at 3 P. M. if not needed in the forward area.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.
Division Engineer.

APPENDIX A

TO ENGINEER OPERATIONS ORDER NO. 3

Detailed Instructions for Company D

1. Sufficient officers and other ranks will be detailed by the Commanding Officer of the Second Battalion, from Company D, for the special duty of searching for "booby-traps" and mines.

2. They will be assisted in this work by one officer and 20 other ranks from the First Australian Tunneling Company.

3. Mines or traps encountered that cannot be destroyed or removed will be labeled accordingly. Dugouts that are examined and cleared and ready for occupancy will be labeled accordingly. Signs prepared for the purpose will be used.

4. A sufficient number of officers and other ranks will be detailed to make a water reconnaissance in the advanced area, and will install windlasses, pumps and tanks when possible. This detail will also assist a detail from the Sanitary Section in testing the water according to a prearranged plan agreed upon between the Division Surgeon and the C. O. Company D. So far as possible, special men should be detailed to go at once to known wells and examine them, making report on same at earliest possible moment.

5. Reconnaissance will be made of condition of roads, light railways encountered, locations of material for repairing same, accommodations that can be used for shelters, and reconnaissance for Engineer Stores and supplies.

6. Reconnaissance reports will be made on special blanks prepared for this purpose, and forwarded every two hours to Division Engineer, via Battalion Headquarters. In case there is nothing to report, the fact will be reported by memorandum, nevertheless.

7. Company D will leave present point at Zero minus one hour, and will take up their work at a reasonable distance behind the Infantry.

(Signed) JOSEPH HYDE PRATT,
Lt. Col., Engineers, U. S. A.
Division Engineer.

OCTOBER 7TH (CONTINUED)

First Battalion

Company A: Company A completed the following road work: From A 28 c 4.4 to cross roads G 4 c 2.1 to G 18 a 2.2 put in good condition.

Reconnaissance of road from G 18 a 2.2 to G 22 b 9.1, which was found in good condition. Road from G 22 b 9.1 to cross road G 4 c 2.1 repaired and completed.

Company A also worked on ramp G 16 b 1.1 to G 16 a 8.8.

Company B: Company B completed the following road work: From G 10 b 8.3 to G 11 a 5.4 to G 11 b 9.5 to G 12 a 4.3, repaired for horse transport in dry weather. Road from G 11 b 3.0 to G 12 c 15.40 repaired.

Road from G 17 b 3.0 to G 12 c 15.40 to G 12 c 4.9 repaired.
Road from G 17 b 5.8 to G 12 c 5.8 repaired.
Road from Bellicourt G 4 c 2.4 to G 4 c 8.3 widened and repaired.
Road from A 29 c 6.6 to A 24 c 0.2 reported, in good condition.

Company C: The company was quartered in dugouts (made by enemy) in banks of the St. Quentin Canal just south of Bellicourt. One detail collected a large quantity of trench mortar shells scattered around and placed them in piles along the road south of Bellicourt. Another detail removed a 6-inch Austrian Howitzer which blocked half the road. This was a very old weapon with a latin inscription which translated read: "The last Argument of Kings." It had been in its last argument, for a shell had exploded under it. Another detail worked on a road to a watering point down into the canal, the banks of which were very steep and deep at this point.

Second Battalion

Company D: Company D sent out a detail of 35 men under Lieut. Hill to search for mines and traps in the areas about Joncourt, Ranucourt, Wiancourt and Levergres, which had been reported as mined by captured prisoners and by citizens. No mines or traps were located.

Company D also sent out a detail of one squad under Lieut. Sigler of the Sanitary Squad 28 with three members of his squad to examine wells in the neighborhood of Wiancourt, Etricourt, Magne-la-Fosse, Joncourt and a part of Estrees. The following table shows the result of their work:

Location	Map Reference	Description	Depth to Water	Depth of Water	If Windlass	If Pump	Tested	Remarks
VIANCOURT	H4b1.5	Dug well	60 ft.	4 ft.	Yes		1 Scoop O. K.	
do.	H4b2.8	do.	80 ft.		Yes		1 Scoop O. K.	
do.	H4b5.5	do.	60 ft.	5 ft.	Yes		2 Scoops	Needs windlass
do.	H4b1.9	do.		15 ft.	Yes		1 Scoop O. K.	
do.	H4b1.9	do.				Yes	1 Scoop O. K.	
ESTREES	B27c1.5	do.			Yes		Not tested	
do.	H1a3.2	do.			Yes		None	
ETRICOURT	G18d8.4	do.	150 ft.					No water
MAGNEY	H25a1.4	do.	112 ft.	8 ft.	Yes		2 Scoops O. K.	
do.	H25a7.5	do.	111 ft.	4 ft.	Yes		1 Scoop O. K.	
do.	H25b1.9	do.	105 ft.	4 ft.	Yes		2 Scoops O. K.	
JONCOURT	H9c7.3	do.			Yes			No water—good windlass
do.	H9c5.6	do.	100 ft.		Yes		1 Scoop O. K.	
do.	H9c4.9	do.		5 ft.	Yes			For washing only
do.	H9c8.8	do.	100 ft.		Yes		1 Scoop	Needs rope
do.	H9b6.1	do.			Yes		1 Scoop	Good chain pump

NOTE: Well at H 9 c 4.9 has complete pumping plant for engine installed. No engine. Also has had windlass.

In Estrees shelling was so heavy only two wells were examined at this time.

Company E: Company E was held as Division Engineer Reserve Troops and were engaged in erecting a Nisson hut and other shelters at Division Headquarters in the quarries F 27. At this they very successfully salvaged an entire Nisson hut from Templeaux and erected the same in the quarries.

Company F: Company F, attached to the 59th Brigade, sent a detail under Lieut. McLeod to investigate and report on water points and dugouts in Montbrehain. Below is report of this investigation:

1. Below is the map location and number of water points in the town of Montbrehain, France, and their conditions as to the facilities for immediate use.

2. Samples of water were taken from these points and carried to the Swiss Cottage Dressing Station (H 10 b 9.3) for analyzation, but was unable to get them analyzed on account of short equipment at dressing station. The samples were numbered to correspond with the water points and left at this place, per Captain Seelye's orders:

No. 1. Map location H 6 d 8.4. Needed to repair: 1 windlass, 1 bucket and 40 feet ½-inch rope. Depth of well, 30 feet.
No. 2. Map location H 6 d 9.3. Good condition. Depth, 30 feet.
No. 3. Map location H 6 b 5.5. Needed to repair: 1 bucket. Depth, 50 feet.
No. 4. Map location H 6 b 7.3. Needed to repair: 1 bucket and 85 feet ½-inch rope. Depth, 70 feet.
No. 5. Map location H 6 b 7.1. Needed to repair: 1 bucket, 1 windlass and 30 feet ½-inch rope. Depth, 20 feet.
No. 6. Map location I 1 c 3.9. Needed to repair: 40 feet ½-inch rope. Depth, 100 feet.

3. The following is a list of cellars that may be used for troops, now occupied by civilians: Four cellars in the vicinity of I 1 a 5.5, will accommodate 15 men each. Dugout No. 1, map location I 12 b 3.3, will accommodate 4 men. It is now filled with gas.

Captain Seelye, attached to the 59th Brigade, had requested that 200 picks and 100 shovels be sent to each Infantry regiment, the 117th-118th, and it was most important that they be delivered on time. The Engineer Train furnished the transportation and through the very good work of Corporal Robert Foster of 2nd Battalion Headquarters the tools were safely delivered to the 117th at B 27 c 1.0 and the 118th at H 10 a 2.3 by 2200 hours, though the route had not been seen by day and the roads were under heavy shell fire.

BATTLE CONFERENCE

In the afternoon there was a conference at 59th Brigade Headquarters, at which Major Lyerly represented the Regiment, where final plans for the attack were made.

At Division Engineer's Office maps were prepared for the road work, following out the same scheme as was used in the attack on September 29th and 30th, 1918. There were two main roads to be opened and kept open, as shown on map (*Plate II*), the RED and BLACK roads. In addition to these, the roads connecting them were to be kept open. These were colored in blue on map and called the BLUE roads.

The orders issued assigned the road work to the 1st Battalion and the engineer work of laying the tape and water, mine, trap, roads and general reconnaissances to the 2nd Battalion.

Details from Company D were to make the reconnaissances, test, repair and label wells as outlined in following order issued by Maj. Lyerly, commanding the 2nd Battalion:

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

October 7, 1918.

MEMORANDUM TO COMPANY D

1. Pursuant to instructions from Division Engineer, your company is assigned for the work of water reconnaissance, mine reconnaissance, "booby traps," during the operation beginning to-morrow morning to work inside of the Corps boundaries as given on map, and will be in the forward area, and as close to the front as practicable. One platoon and one officer is detailed on the booby trap and mine reconnaissance and two squads on the water reconnaissance; balance of company will be held in camp to put up windlasses and carry on other work as ordered from these headquarters.

2. One officer and twenty (20) other ranks from the First Australian Tunneling Company will report to you at cross roads G 11 d 3.0 at Nauroy at 5:30 to-morrow morning. This detail will go with the platoon that is detailed on "booby traps" and mine reconnaissance and your officer will confer with the Australian officer and arrange for carrying out this work.

3. Two squads for water reconnaissance will report to Lieut. Sigler at 5:30 A. M. to-morrow morning at cross roads G 11 d 3.0 and will work under his direction.

4. Mines and traps encountered in the road, dugouts, shelters and fields will be removed at once and if same are impossible to be removed or destroyed, they will be labeled accordingly. Dugouts and shelters that are examined and cleared ready for occupancy will be labeled accordingly. On water reconnaissance, wells and streams will be tested and marked. As soon as practicable windlasses, pumps and tanks will be placed at the watering points tested.

5. A reconnaissance will be made of all roads, light railways, captured material and for anything that may be of use or available for the advance and comfort of our troops.

6. Written reports, on blank forms distributed, on each phase of the work will be sent to these headquarters by runner every two hours during the period of present advance. These reports will give the complete information of all work done and of all reconnaissances made, first report to be sent in at ZERO plus two hours, and every two hours thereafter.

7. Fighting equipment will be carried, including the unconsumed portion of the day's ration and iron ration.

GEORGE L. LYERLY,
Major, Engineers, U. S. A.

Company F was responsible for laying the tape and the engineer work in the advance with the infantry.

After conferences with the Commanding General 59th Brigade and Artillery Officers on the location for the "Jumping Off Tape," Company F successfully accomplished this mission the night of October 7th-8th without casualties and also assisted in lining up the infantry on the tape. The laying of the tape was delayed for a time by the Infantry guides becoming lost. However, taping for the 117th Infantry was completed at 0215 hours and for the 118th Infantry at 0315 hours. No inconvenience was occasioned for the Infantry by the delay. Reference to the map (*Plate II*) will show the front line as of October 7th and the location of "Jumping Off Tape" as laid.

OCTOBER 8TH—CLOUDY AND DRIZZLING

Zero hour was at 0510 hours and this hour found the following dispositions of the 105th Engineers:

Company A: Company A had three platoons preparing to start for work on the BLACK road from Joncourt to Brancourt and one platoon on the BLUE road from Montbrehain North to B 17 d 9.9 and from Montbrehain North to C 13 d 1.7.

Company B: Company B had one platoon under Lieut. Trescott preparing to start for work on the RED road from C 13 d 2.8 to

C 14 b 4.8, thence to C 2 a 8.8 and Premont. One platoon under Sergeant Mitchell preparing to start work on RED road from H 2 a 9.6 to Geneve G 18 a 1.3. One platoon under Lieut. Kornfeld preparing to start work on RED road from Geneve B 18 a 1.3 to C 13 d 2.8, thence to C 1 d 6.3. One platoon in reserve near Estrees with Captain Winthrop.

Company C: Company C was marching to its work on the BLUE road and the BLACK road.

Company D: Company D had two platoons under Lieut. Hill and Master Engineer Rust, with a detail of one officer and 20 other ranks of 1st Australian Tunneling Company attached, divided in two sections, Lieut. Hill with one section behind the Infantry on the right and Master Engineer Rust with the other section behind the Infantry on the left. These two sections were sent forward to carry on the work of reconnaissances in captured territory, searching for mines, "booby traps," dugouts, captured material, and reporting on roads, tracks and railroads.

One platoon of Company D, under Lieut. Murphy, with a detail from the Sanitary Corps, under Lieut. Sigler, was sent forward for well reconnaissance, water testing and repairing of water points behind the advancing Infantry. Two squads of Company D, with the Sanitary Corps detail under Lieut. Sigler, located wells and tested water while remainder of platoon under Lieut. Murphy repaired the water points, erected windlasses, installed buckets, rope, etc., and put them into use. Well repairing material was carried forward in a lorry with this detail to repair wells so that no time would be lost in making ready the watering points. Reports were made to 2nd Battalion Headquarters as soon as wells and watering points were ready for use. The remainder of Company D remained in camp for emergency work forward.

Company E: Company E was in reserve at Templeaux.

Company F: Company F had two platoons with the 117th Infantry for Engineer work in the advance and two platoons with the 118th Infantry for the same purpose. Company F's Headquarters were with the Headquarters of the 118th Infantry.

Reports from Companies D and F were sent hourly to 2nd Battalion Headquarters and from there were sent to Regimental Headquarters.

Headquarters Company: Headquarters Company had details with two lorries that were loaded, each with some tools and water supplies, at the Estrees dump H 2 a 5.2 in readiness to move as a mobile dump.

Engineer Train: The Engineer Train had two wagons at the Estrees dump H 2 a 5.2 loaded with tools and sandbags and ready to move at a moment's notice.

The attack was very successfully launched with the 59th Brigade attacking on our front, the 6th British Division on our right and the 25th British Division on our left.

The following reports received from the Commanding Officer, 1st Battalion, show results of work by Companies A, B and C:

1000 hours: Company B reports: "Have company in trenches and have started patrols towards Red J. All safe. IJ. DMT."
Company A reports: "Black Road from JONCOURT to I DMT. Very little shell fire. 50 prisoners gone by. Battle going well. Company C not reported."

1000 hours: Company C reports: "Delayed by shell fire one hour. Two platoons on Black road IJKL. One platoon on Blue Road at B 23 a 0.4. Waiting for chance to get to road at DEFG. Heavy shell fire at all points; one man injured so far."
Company B reports: "Red Road from I to JDMT. K. to C-DMT. Dead horse removed from road."

1100 hours: Company A reports: "Black road DMT from JONCOURT to N. Everything going fine. Lots of Prisoners."

1145 hours: Company B reports: "Red Road IJDMT. J to K-DMT. K to C-D MT. C to M-HT. Last information sent back at 0910 hours. No casualties."

1200 hours: Company C reports: "3rd and 4th platoons distributed on Black Road IJKL at 0700 hours. Black Road passable H.T. & MT. 1st Platoon on Blue Road A B C at 0830 hours. Road passable DMT. Second platoon on Blue Road D E F G. No report from this platoon. Road seems to be under gas shell fire. Two men known to be fatally wounded. Shelling ceased on Black Road IJKL. 0830 hours and on roads ABC intermittent shelling about 600 yards east of Blue Road ABC."

1300 hours: Company A reports: "The Black Road DMT to BRANCOURT."

1320 hours: "Please advise Colonel Pratt that Captain Brooks and myself have reconnoitered the road to BRANCOURT. Open for D.M.T. Heavy shelling in BRANCOURT and on road MONTBREHAIN to BRANCOURT. Light shelling in MONTBREHAIN. Best information indicates our line being consolidated along sunken road or R.R. cut east of BRANCOURT. Ask Colonel Pratt to advise me direct Corps that ambulances can go to East edge of MONTBREHAIN. Appears to be considerable trouble in taking wounded back."

1325 hours: Company A reports: "Have searched Blue Road from N to B and found nothing. Road under shell fire."

1350 hours: Company B reports: "Red Road I to CDMT. CMMO-HT. M to HSMT. Mine blown at N. Trescott repairing this. No casualties."

1450 hours: Company C reports: "Blue Road A B C, macadam, in good condition, suitable for DMT. Blue Road D E F G, macadam road also suitable for DMT. Road at A in MONTBREHAIN shelled at one minute intervals 1030 to 1120. Road J L suitable H T (trail). Black road S J K suitable DMT. Black road would not last in wet weather. Three men wounded. One probably fatally."

1515 hours: Company A reports: "Black road from JONCOURT to BRANCOURT open for DMT. On account of shell fire we are unable to do any work in BRANCOURT, but left road from C 27 b 7.4 to C 27 b 6.8 to C 22 c 1.1 to C 28 a 3.8 is open for single motor traffic."

1535 hours: Company B reports: "Red Road I to C- D M T. C to M- HT M to N- MT. P to Q road torn up. Have sent more men to assist in this portion of road. PRS. HT. Am moving to point P. Will come in at 1700 hours."

1615 hours: Roads 1300 hours: "Red road S to T fit HT. T U V fit SMT. Enemy shelling village with field artillery."

1650 hours: Company A reports: "Am working road back to JONCOURT and details are in BRANCOURT clearing up the street roads."

1700 hours: Company C reports: "Craters Black Road I W K L. All shell holes filled and second and fourth platoons have been ordered back to camp. Blue Road A B C, all shell holes filled and 2nd platoon will return to camp as soon as dead horses are removed. Blue road D E F G will soon be finished. No shelling now on any road."

1900 hours: Company B reports: "Left work on Red Road at 1700 hours. Arrived camp 1815 hours. No casualties. Fighting strength two hundred four."

Company D as outlined above started all details out on time. The reports sent in by these separate details show what work they accomplished. These reports are as follows:

0715 hours: "Have split detail into two parts. Master Engineer Rust is working left, and I am on the right. Now beyond RAMICOURT. Am under cover trying to work railroad and mine field. Cavalry moving up."

0830 hours: "Am now at C 25 d 8.8 trying to work reported mine field along road near trenches shown in C 26 d and C 27 c. All dugouts in MONTBREHAIN have been examined. Road crossings C 25 d 6.8, C 25 d 7.8, C 25 d 8.8, O.K. Counter battery work pretty stiff. Had to give up railroad on account of shelling. Will try to work back this way. All O.K."

0945 hours: "Track around foot of hill from RAMICOURT station 200 yards and running towards MONTBREHAIN on road to PONCHAUK affords good cover. Over 500 prisoners taken up to 0730 hours. Line progressing nicely. Light artillery now in MONTBREHAIN and beyond."

1100 hours: "Dugout at C 25 d 6.1 marked 'Reserved.' Good for Division Headquarters."

1105 hours: "Reported mine field near MONTBREHAIN examined. Can find no evidence. Examination hurriedly made and will go over same as soon as shelling lets up. Left off last report a bath establishment found in MONTBREHAIN. Accommodations for both men and officers. Heating arrangement intact. In end of Montbrehain held by Boche, find good housing accommodations in all cellars. Good head cover, will hold up to 500 men. Tried twice to get into BRANCOURT, but on account of machine gun fire from right and shell fire, have given up same. Am now on road going North from MONTBREHAIN. Locate dugout at C 25 b 1.5. This was 'Boche' signal Headquarters from wires leading to same from pole line and amount of equipment lying around. Entrance very narrow, about 30 feet head cover; accommodation about 10 men. Number of dead 'Boche' inside account of 'Grenades.' "

1130 hours: "Enemy shelling BRANCOURT heavily, so have withdrawn party. We have carried out reconnaissance work as far as center of BRANCOURT. So far we have not found any traces of road mines or 'Booby Traps.' In searching for same, special attention was paid to the section of road between MONTBREHAIN and BRANCOURT."

Other Reports: All cellars in MONTBREHAIN are practically full of civilians. Master Engineer Rust on similar work in the left sector reported as follows:

1315 hours: "Railroad at MONTBREHAIN badly damaged. In the Engineer dump yard there are very good buildings and cellars."

The two squads under Lieut. Sigler reconnoitered for wells, tested water, marked the wells and sent back word as to repairs necessary. Lieut. Murphy handled the details making well repairs, as ordered, reporting the same to 2nd Battalion Headquarters. No wells found in sector C 18, C 13, C 14, C 24, C 21. Map Plate XXXII shows wells by cir-

cles. Company F's details also reported location of wells and conditions, though they did no testing. The following tables show results obtained from details searching for and repairing wells and engineer materials by Companies D and F:

REPORT OF WATER RECONNAISSANCES, OCTOBER 8TH, 1918

Location	Description	Depth to Water	Depth of Water	If Windlass	If Pump	Repairs Necessary	Tested	Remarks
I1a9.1	Dug well				Yes			All in good shape, pump E. motor tank
I1b2.1	Dug well				Yes		1 Scoop	
I1b2.1	Cistern							Good for horses
I1d3.8	Dug well		8 ft.	Yes		Bucket		Rubbish in well
I1d5.5	Dug well	120 ft.	8 ft.	Yes			O. K.	Needs rope and bucket
I1d5.5	R. R. Tank							Shot to pieces; source of water not found
I1d5.5	Pond S. Tank							Fit for horses; needs bucket rope and windlass
I1d3.9	Dug well	115 ft.	6 ft.		No.		1 Scoop	
C25d3.1	Dug well	125 ft.	15 ft.		Yes		O. K.	Good shape
C25d2.1	Dug well	130 ft.	8 ft.		No.			Demolished
C25d6.5					Yes			Complete pump, motor gone, 4 bath tubs, 3 large tanks shot through, needs windlass, bucket and 30-foot trough
C10a6.3				Yes			O. K.	
C4c4.4				Yes			O. K.	
C11d6.3				Yes			O. K.	
C11d4.2				Yes			O. K.	
H6b5.5	Dug well	150 ft.	6 ft.	Yes		Rope and Bucket	1 Scoop	
I1d1.5	Dug well	130 ft.	6 ft.	Yes			O. K.	Well O. K.
H10b2.7	Dug well	110 ft.	5 ft.	Yes		Bucket and Rope		
H11b4.5	Dug well	60 ft.	10 ft.	Yes	Trough, bucket and rope		1 Scoop	
H11b6.5	Dug well	100 ft.	12 ft.			Bucket	2 Scoops	Needs horse trough
H5d90.05	Dug well	95 ft.	8 ft.	Yes				Not yet completed
H6b7.3	Dug well							Horse troughs. Australian charge
H6b9.4	Dug well			Yes			1 Scoop	Well O. K.

NOTE:—The wells reported above as needing repairs were repaired by Lieut. Murphy's detail and when completed were reported to 2nd Battalion Headquarters.
Well at I1 a 9.1 had complete power driven outfit:—5 H.P. Electric motor at 710 R.P.M., ratio of pulleys—4 inch on motor to 15 inch on gear shaft. Needs new tank. Old one ruined by shell fire.

REPORT OF CAPTURED MATERIALS, OCTOBER 8TH, 1918

Location	Description	Quantity	Remarks
C 25 Central (East edge of MONTBREHAIN)	Road Rollers (Farm)	5	Good condition
	Dump Carts	10	Good condition
	Grain Reapers	15	Good condition
	Farm Harrows	15	Good condition
	Hay Rakes	2	Good condition
	Manure Spreaders	1	Good condition
	Stone Screen	1	Good condition, power attachment
I-1 d 2.9	Barbed Wire	500 spools	Enemy dump—very good buildings and dugouts in dump yard—railroad thoroughly demolished
	Pine Lumber, 3"x10"x12' 0"	4,000 feet	
BOHAIN (Enemy Dump) D 14 c		40 pieces	French heavy elephant iron
		200 pieces	Iron similar to Type "B" English
		2,500 pieces	Galvanized corrugated iron trench shelters
		400 pieces	Troughing plates
		100 tons	1"x$\frac{1}{16}$" in iron coils
		4 tons	Special reinforcing plates
		600 tons	Miscellaneous reinforcing steel
		40 tons	Blacksmith iron
		20 tons	$\frac{3}{8}$"x4" iron
		30 tons	1"x30" iron
		20 tons	$\frac{1}{16}$"x30"iron
		100 tons	1$\frac{1}{2}$"x1$\frac{1}{2}$" angle iron
		40 tons	3"x3" angle iron
		100 tons	10" "I" beams
		200 tons	6" "I" beams
		40 tons	6" angle iron beams
		200 tons	80-lb. R. R. iron
		50 tons	20-lb. R. R. iron
		200 tons	Burned nails
		10 tons	Good nails
		5,000 feet	Decaivill track
		15,000 pieces	Pressed steel heavy ties
		50 tons	Cavalry obstacles
		600 tons	Wire spirals and obstacles
		5,000 pieces	Angle iron stakes, long
		2,000 pieces	Short screw stakes
		20,000 pieces	Plate bottom angle iron posts
		200 each	Steel doors, approximately 2$\frac{1}{2}$'x5'
BOHAIN (Enemy Dump) D 14 c		15	Complete $\frac{1}{2}$" steel M. G. emplacements
		26	Steel observation posts
		100	Metal air bridge floats
		2,000 feet	1$\frac{1}{2}$" used pipe
		4,500 feet	2" used pipe
		3,000 sets	M. G. body armour
		16 sets	Heavy wooden car loading approaches
		12 sets	"A" Fram windlasses, complete
		240 sets	Wooden windlasses
		200 pieces	4 foot duck boards
		360 pieces	4 foot duck boards
		200 sets	4" German suction pumps (trench)
		4,000	Trench ammunition boxes
		3,000 feet	3" oak mine cases
		2,000 feet	2" mine cases

Location	Description	Quantity	Remarks
Bohain (Enemy Dump)		4,000 feet	2″x12″ plank
D-14 c		10,000 feet	2″ plank
		50,000 feet	Road plank (in place)
		5,000 feet	6″x6″—8 to 12-foot lengths
		1,000 feet	4″x4″
		3,000 feet	6′ to 8′ pit props
		2,000 feet	3″ poles

Company E: Company E as Engineer Reserve Troops were called upon to work on an advanced dressing station east of Bellicourt. There was also a detail of four men with the Division Bath Officer for the purpose of erecting baths.

Company F: Company F followed close behind the advancing Infantry searching for mines and "Booby Traps" and reporting on such water supplies as they encountered. They assisted the Infantry wherever possible. No mines or "Booby Traps" were found, though many had been reported in certain areas by prisoners and civilians. These places received special attention but no mines or traps were to be found there.

During the day the following reports were sent to 2nd Battalion Headquarters by Captain Seelye of Company F.

1005 hours: "Details from this company in both Regimental Sectors looking up water supplies, mines, etc. Special investigation being made of mine field forward of MONTBREHAIN. No detail information as to operations received yet."

1015 hours: "Attack going well. All objectives reached."

1315 hours: "Major Cothran reports, by phone, road open for motor transport half mile beyond MONTBREHAIN. Could go to BRANCOURT but not advisable."

1610 hours: "Wells have been located and fixed for getting water at the following points and water tested, H 6 b 7.4, H 6 d 9.4, I 1 a 4.2, I 1 c 1.3, I 1 b 2.2. At following points water has not been tested, I 1 a 1.1, I 1 d 7.8."

1710 hours: "Have labeled and sampled several wells, placed windlasses on all public wells in MONTBREHAIN. Secured new advanced quarters for 118th Infantry. Investigated several suspicious mines. 118th Infantry Headquarters now at C 27 b 7.7, where I am now located. Company F not yet moved forward, but expect to move to-morrow."

1742 hours: "My company has now moved forward to H 10 a 1.3, across the road from old 118th Infantry Headquarters. Headquarters 118th Infantry now located at I 1 c 5.6, where I am stationed. Expect to place several windlasses and water points to-morrow."

Headquarters 2nd Battalion: In the afternoon Major Lyerly, at the request of Commanding General, 59th Brigade, went to new Brigade Headquarters at H 10 a 1.3 to investigate same and make recommendations as to improvements before occupancy. Same was completed and report made to Commanding General at 1600 hours.

Headquarters Company: The mobile dump of two lorries and two wagons remained sta-

tionary at the Estrees dump during the day as they were not needed. A further advanced dump was established in the afternoon in Montbrehain at I 1 c 2.8.

Engineer Train: The Engineer Train moved in the afternoon from G 3 c 7.2 to G 11 c 1.1.

The casualties for the day were one man killed and five wounded.

At 2000 hours Battle Instructions No. 1, Series C, Headquarters 30th Division, October 8, 1918, were received. Memorandum Orders A-108, Headquarters 105th Engineers, October 8th, 1918, were immediately sent out to the Battalions and Memorandum Orders A-109 Headquarters 105th Engineers October 9th, 1918, were sent to the Engineer Train.

Orders were also received that effective October 9th, 1918, the 105th Engineers were assigned to the following road sectors in the Corps Area: "All roads forward of that running from B 17 d 7.7 to I 1 c 2.8, exclusive." (*See map Plate II.*)

Following are copies of orders A-108 and A-109:

A-108—HDQ. 105TH ENGINEERS—OCT. 8, 1918—TIME, 23.48 HOURS

To C. O.'s 1st and 2nd Battalions:

The 30th Division will attack on ZED day at ZERO hour. The jumping off trench will be that trench now occupied as a front line by the 59th Brigade and shown on accompanying map as running East of PREMONT and through BRANCOURT FARM.

Barrage lifting at the rate of 100 yards per four minutes will precede the advance. Tanks will also precede the Infantry. The 59th Brigade will attack and advance to the line shown on the map in dotted red. Here the 59th Brigade will halt and the 60th Brigade will advance to the Green Line as a final objective.

Commanding Officer of 1st Battalion will detail one company to report to the 60th Brigade, two platoons reporting to the Regimental Commander, 119th Infantry, at H 2 a 65.25 and two platoons reporting to Regimental Commander 120th Infantry at H 9 d 2.8 to assist in consolidating objectives and such other Engineering work as may be required, and will carry necessary tools.

The remainder of the First Battalion, less detail ordered by Memo. A-104, these Headquarters to roof barn for Medical Department, will continue work on the RED and BLACK Roads, pushing them forward as rapidly as possible in accordance with previous instructions and attached map, beginning work at 0 plus 70. Lorries for hauling road metal will be furnished on request to these headquarters.

Reports as previously ordered.

Second Battalion

Company F will continue Engineering work with the 59th Brigade and halt with them. Company D will continue work of reconnaissances in the new area behind the 59th Brigade, halting when its objective is reached, permitting the 60th Brigade to pass through and then continue the reconnaissances behind the 60th Brigade as outlined in previous orders. Work to begin at 0 plus 70. Company E, on arrival at new camp in NAUROY area, will be held in camp ready to take up special work as may be ordered.

A mobile dump of four lorries will be stationed at the Engineer dump at MONTBREHAIN I 1 c 2.8.

The Engineer Train will have a mobile Engineer dump of four wagons with tools at the same location. Balance of Train will be held in state of readiness.

Joseph Hyde Pratt,
Lieut. Colonel, N. A., Commanding.

A-109—HDQ. 105TH ENGINEERS

Oct. 9th, 1918.
Time—0250.

To C. O. 105th Engineer Train:

The 30th Division will attack on ZED day at ZERO hour.

You will have four wagons with tools as a mobile dump at the MONTBREHAIN dump I 1 c 2.8 at 0 plus 3 hours.

The remainder of the Train will be held in readiness to move at once.

Joseph Hyde Pratt,
Lieut. Colonel, N.A., Commanding.

OCTOBER 9TH, 1918—FAIR

Zero hour was 0520, and the troops attacked as on the 8th; the 59th Brigade on our front with the 9th British Corps on our right and the 13th British Corps on our left. The attack of to-day was in two stages: the 59th Brigade upon reaching their objective, a line through D 15 a 00.65, D 9 b 25.35 northerly along road to railroad crossing in B 1 d, thence to V 9 c 7.0 to V 9 a 3.0 to V 9 a 25.65, where it was to halt and the 60th Brigade pass through for a further objective as follows: D 5 a 3.0 to V 24 a 1.0 to V 11 d 2.0 to V 11 b 0.0 to V 5 a 5.0.

The same disposition of Engineers was ordered for to-day as was made on the 8th, except that one company of the 1st Battalion was to be attached to the 60th Brigade for Engineer work in the advance and to follow the 60th Brigade when they go through the 59th Brigade. Also a detail was ordered from the 1st Battalion to report to Joncourt to roof a barn that was to be used as a dressing station.

The distance advanced on the 8th was so great that the Engineers found their camps far from their work on the morning of the 9th with the exception of Company F, which moved headquarters and camp with the advancing Infantry to whom they were attached.

First Battalion

Company A: Company A, less a detail of one platoon under Lieut. Taylor, which was engaged in roofing a barn at Joncourt, worked on roads. They repaired the Black road from Brancourt to C 12 b 6.8. The platoon roofing the barn for a dressing station were engaged at this work all day.

Company B: Company B was assigned to the 60th Brigade as Division Engineer troops to follow the Infantry in the Advance for purposes of reconnaissances for mines, booby traps, dugouts, etc., and for assisting in consolidating positions if necessary and any other engineer work that might be required. Two platoons under Lieut. Trescott were attached to the 119th Infantry and two platoons under Lieut. Kornfeld were attached to the 120th Infantry for this work.

Company C: Company C continued work on the Blue and the Black roads as on the 8th, but owing to the distance they had to go to get to their work much time was lost in marching to and from the work. On this day the company marched nine miles to work. After five hours' work trails were opened around both craters and through the débris at church in Premont. By 1800 hours the road was open for one-way motor traffic.

The following reports were received during the day from Headquarters First Battalion:

1230 hours: "Black Road MT one mile East BRANCOURT. Heavily shelled from 1030 to 1230 hours immediately East of BRANCOURT."

1330 hours: Company A reports: "Black Road D M T from BRANCOURT to C 22 d 7.5 to C 18 a 9.5. Dumps of crushed rock at C 23 a 5.3."

1455 hours: Captain Winthrop of Company B reports: "Lieut. Trescott with 119th Infantry at V 29 b 3.4 reports to Major there and follows his advance unless

otherwise ordered. Lieut. Kornfeld with the 120th Infantry at C 4 b 5.8 has not moved yet. Have reported to 60th Brigade Hdq."

1655 hours: Company B reports: "No Orders from 120th Infantry, 'Kornfeld.' No further message from Lieut. Trescott."

1700 hours: Company C reports: "Road is impassable at V 28 d 5.9; demolished church across road. Impassable mine crater at V 28 b 3.6, cross roads 20 feet deep, 60 feet crater. Mine crater 60 feet, 25 deep cross roads T impassable. V 28 b 3.6. to V is 18 feet macadam D M T, V to T is 14 feet macadam M T, T to V 28 d 6.2 is Belgian Block D M T. V 28 d 6.7 to V 29 d 1.6 is ten foot M T. No casualties."

Second Battalion

Company D: Company D continued its work of reconnaissances and water supply as on the 8th, except that two squads were detached and sent to Bellicourt to build a stone track at the water point. Company D halted when the 59th Brigade halted and again took up the work after the 60th Brigade had passed through. Lieut. John T. Newman reported to 2nd Battalion for duty and was assigned to Company D.

The following tables show results of reconnaissances on water and Engineer materials made by Company D:

Water Supply

Location	Description	Depth to Water	Depth of Water	If Windlass	If Pump	Repairs Necessary	Tested	Remarks
I1a20.05	Dug well	100 ft.	6 ft.	Yes		1 Bucket		Make good central point. Needs gas engine
I1a6.2	Dug well				Yes			Used by Germans as central point
C27c7.4	Dug well	90 ft.	5 ft.			O. K.	O. K.	Good condition
C27c7.7	Dug well	95 ft.	6 ft.	Yes		O. K.	1 Scoop	Good condition
C27c9.7	Dug well	110 ft.	8 ft.	Yes		Bucket	1 Scoop	O. K.
C27b2.1	Dug well	85 ft.	6 ft.	Yes		Rope and Bucket	1 Scoop	O. K.
C28a3.8	Dug well	90 ft.	5 ft.	Yes		Rope and Bucket	1 Scoop	
C22c9.1	Dug well	90 ft.	8 ft.	Yes			1 Scoop	O. K.
C28a7.5	Dug well	80 ft.	7 ft.	Yes			1 Scoop	O. K.
C28a7.5	Dug well			Yes			O. K.	Well locked
C27b9.5	Dug well			Yes			O. K.	In operation
C21d8.1	Dug well			Yes			O. K.	In operation
C27b8.9	Dug well				Yes		O. K.	Connections made to trough. Require 1000-gallon tank and 5 H. P. gas engine

Note: Brancourt—Pumping outfit located at C 27 b 8.9 needs two tanks or one large tank, 1,000 gallons; has point on road fitted to fill carts and connections to water trough

100 feet down road toward Premont. Water is O. K., and motor is removed. Needs three to five horsepower engine, speed 300 R. P. M.; pumping speed is about 15 strokes per minute. Present reduction pulleys for speed ratio from 1 to 50. Needs 60 feet of 6-inch belting. Would make an excellent station.

LIEUT. MURPHY, 9-10-18, CO. D.

Materials

Location	Description	Quantity	Remarks
C1c1.9	2″ pipe 3″ pipe 2½″ hose 3″ hose	Not estimated, but it was reported as a good deal	

The following was reported on dugouts, accommodations, mines and booby traps:

0930 hours: Lieut. Hill reports: "Approximately 100 cellars and dugouts, combined, with accommodations for about 2,000 men in BRANCOURT. Town thoroughly examined and no traps found."

"What was reported at cross roads in BRANCOURT as a mine is a deep dugout with accommodation for about 40 men, with about 30 feet of head cover, timbering good."

"Party split in two sections, one going over MONTBREHAIN thoroughly, other party in BRANCOURT well toward PREMONT."

"Only shelling from 'Boche' now is big stuff from long range. Information received here at Headquarters is that in advance this A. M. our Infantry advanced a mile before encountering any large bodies. Leepfrog has been carried through."

1030 hours: Lieut. Hill reports: "All cross roads in BRANCOURT, cross roads at C 22 a central reported as not mined. Ammunition dump at C 22 d 3.5 does not exist. MONTBREHAIN and BRANCOURT all clear. One party on the road BRANCOURT to PREMONT through the BEAVER DELL VALLEY. Other party pushing out into PREMONT. Will try and cover all ground between BRANCOURT and PREMONT."

1315 hours: "Reports from details from Company D, which examined roads and villages for mines indicate that there are no mines in BRANCOURT. Plenty of accommodations there in good cellars and dugouts. One hundred of these have been examined and found O.K."

2030 hours: Lieut. Murphy reports: "Wells were established in PREMONT at the following locations: C 4 d 1.5, C 4 d 10.55 (1st Aid Station), U 28 d 95.00, C 5 a 7.9. There are two points for power installation, the first at U 29 c 4.0, water O.K., and needs 3½ horsepower motor; U 28 b 5.2, water O.K., under construction by Germans. Should be further investigated."

Company E: Company E had been held in reserve on the 8th near Templeaux at L 1 c 4.6. They moved forward to-day, establishing headquarters in a concrete pill box at

G 17 b 4.7 in the Nauroy area. The movement was completed by 1300 hours and a detail of 50 men and one officer was sent to Division Headquarters at Montbrehain to clear out dugouts.

Company F: Company F was attached to the 59th Brigade and followed close behind the infantry in the advance. The following reports were sent in by Company F from 2nd Battalion Headquarters:

1315 hours: "Details from Company F following closely in rear of Infantry. No traps or mines reported. Wells have been posted for water quality and windlasses installed. Company F halted when the 59th Brigade halted."

1530 hours: "Details of Company F still following in rear of advance. No traps or mines to report" (report sent at 1235 hours).

1730 hours: Captain Seelye reports at 1500 hours: "Details from Company F following in rear of advance. Party continuing search for mines and traps. None reported. Company Headquarters with 118th Infantry, BRANCOURT."

1840 hours: Captain Seelye reports at 1710 hours: "Have labeled and sampled several wells and placed windlasses on all public wells in MONTBREHAIN. Secured new advance quarters for 118th Infantry and investigated several suspicious mines."

Engineer Train: The Engineer Train did not receive Memorandum Order A-109 until 0710 hours. At 0750 hours the mobile dump of four wagons was en route to Montbrehain where it reported. It was not called upon for duty and at 1400 hours returned to camp.

Headquarters Company: Details from Headquarters Company remained at the Engineer Dumps. The seventeen men with Headquarters Troop continued to work at Division Headquarters and were engaged in assisting in moving from F 27 central to Montbrehain. All available lorries were used by the Medical Corps for transporting walking wounded to the dressing stations. The Band moved with the Personnel Adjutant's office in the afternoon from Templeaux to Montbrehain.

Second Battalion Headquarters moved about noon from G 15 b 8.9 to G 17 a 4.8. Later in the afternoon they again moved from G 17 a 4.8 to G 11 d 8.1, completing this move by 1530 hours. Second Battalion Transport moved from G 15 a 8.9 to Nauroy G 11 d 4.6.

Regimental Headquarters and Division Engineer's Office received orders to move at 1300 hours to Vaux-le-Pretre. At 1300 hours these orders were changed and the movement was made to Montbrehain, where they were located at I 1 a 3.0. This movement was begun at 1300 hours, but on account of the very heavy traffic on the roads it was not completed until 2000 hours, though the distance measured but 10 miles and the movement was made by lorries.

Two lorries were used in the afternoon to transport the details from Company E to Montbrehain. These lorries were then used to evacuate citizens of Montbrehain who had been living in cellars there.

At 2130 hours a message was received from the Corps Engineer asking if any companies of the regiment were available for work on narrow gauge railway. There were none and a message was sent accordingly. The advance was handicapped by lack of transportation for supplies.

Message was also received from Corps Engineer advising that road AUA to Premont-Brancourt road, inclusive, was taken over by C. R. E.

Twenty lorries from the Motor Section, 4th British Army, under Lieut. Hatto, were attached to 105th Engineers to-day for duty.

The following Memorandum Orders were published at 2130 hours:

A-116

HEADQUARTERS, 105TH ENGINEERS

9th October, 1918.

MEMORANDUM:

The 1st and 2nd Battalions will move on the morning of October 10th to the BRANCOURT Area.

Battalions will continue the work they were engaged in on the 9th Inst., detaching such details as are necessary to complete the movements.

Packs of the men will be carried on lorries. One lorry will report to Regimental Supply Officer as early as possible.

The Supply Officer will arrange to move headquarters detachment and supply to the JONCOURT or RAMICOURT Area, preferably between JONCOURT and RAMICOURT, and will report to these headquarters location of new camp and when movement will be completed.

Commanding Officer of Second Battalion will have a detail of one officer and sufficient men from Company F to examine the railroad crossed by the 30th Division troops in the advance on the 9th and report to these headquarters the gauge of track and condition of track and particularly report in regard to mines. It is reported that tracks in V 21 and V 22 are mined and that overhead crossings are blown at J 2 a 8.7, D 14 b 6.1, D 14 d 4.1.

Regimental Headquarters are at MONTBREHAIN I 1 a 3.0 (near church).

By order of Lieutenant Colonel Joseph Hyde Pratt:

WILLARD P. SULLIVAN,
Captain, Engineers, U.S.A.,
Adjutant.

A-117

HEADQUARTERS, 105TH ENGINEERS

October 9th, 1918.

MEMORANDUM:

The Engineer Train will move in conjunction with Headquarters Detachment under Regimental Supply Officer.

Commanding Officer Engineer Train will report to Regimental Supply Officer for orders regarding this movement. He will report by 0900 hours October 10th, 1918.

In addition to the above the Engineer Train will stand ready to move on short notice on the 10th inst. to any forward locality where it may be needed.

Regimental Headquarters is now at MONTBREHAIN at I 1 a 3.0.

By order of Lieut. Colonel Joseph Hyde Pratt:

WILLARD P. SULLIVAN,
Captain, Engineers, U.S.A.,
Adjutant.

There were no casualties during the day.

OCTOBER 10TH, 1918—FAIR

The attack was continued. Reference to map Plate II will show location of troops. The 60th Brigade attacked on the Corps front with the IX British Corps on the right and the XIII British Corps on the left.

The regiment was moving forward pursuant to memorandum orders A-116 and A-117 of October 9th. However, as the attack was going well, the following Memorandum Order was sent out:

A-131

HEADQUARTERS, 105TH ENGINEERS

October 10th, 1918,
Time, 1148 Hours.

MEMORANDUM ORDERS:

The First and Second Battalions will continue the move forward and camp East of the road PREMONT-BOHAIN at such locations as are found suitable and as far forward as conditions permit. Send reports to I 1 a 3.0, these headquarters, as early as possible.

By Order of Lieut. Colonel Joseph Hyde Pratt:

WILLARD P. SULLIVAN,
Captain, Engineers, U.S.A.,
Adjutant.

Headquarters Company: During the day of the 9th and the night 9th-10th the Engineer dumps were again moved forward until on this date there were but two main dumps and the mobile dump of lorries and wagons. One of these dumps, the main one, was at Montbrehain and one advanced dump at V 22 d 7.4. Details furnished by Company E on October 6th were still in charge of these dumps. In order to keep supplied with well repairs, one lorry was sent back to Peronne for additional supply of windlasses, buckets and ropes. Five lorries were furnished to the Sanitary Detachment for evacuating the wounded. Other lorries were used in moving the regiment, and two lorries stood by as a mobile dump ready to move forward when needed. Headquarters Company with attached lorries were located in Montbrehain.

First Battalion

Company A: Company A furnished a detail of one officer and 60 men to complete the work of roofing barn for dressing station at Joncourt. This detail worked for four hours, when work was ordered stopped by Colonel Whaley of the Medical Corps, who had requested that the work be done. This detail then proceeded to C 12 b 6.8 to camp. They immediately started work on detour around crater at D 7 d 7.7 on which they worked all the night of October 10th-11th.

Other details from Company A patrolled and repaired the Black road from Brancourt to V 25 a 2.1 and then constructed a grade crossing at V 22 c 00.65 to substitute for the bridge blown at V 21 d 8.7. Two platoons under Lieut. Baldwin worked at night on detour around destroyed bridge at V 21 d 8.7.

The remainder of the company were engaged in moving camp, including the equipment of all men, from G 17 b 2.8 to V 16 c 5.9.

Company B: Company B was attached to the 60th Brigade for engineer work in the advance. Two platoons were with the 119th Infantry under Lieut. Trescott and two platoons under Lieut. Kornfeld with the 120th Infantry.

The two platoons under Lieut. Trescott removed from railway bridge at V 20 d 4.1 fourteen charges of explosives weighing from 60 to 100 pounds each. These charges were wired for discharge by electricity. The explosive was perdite with a small charge of spring munition No. 88. On the North side of the bridge about 20 feet distant was a culvert, semicircular in shape, with about a 3-foot diameter. In the center of the roadbed, and directly over this culvert and on both sides, two 8-inch shells were buried. These shells were connected to electric detonators. Orders were received for the platoons to move at once to Le Petit Cambresis. Sufficient time was not allowed to remove the charges. However, the detonators were removed, thereby rendering the charges harmless. Commanding Officer Company B, Captain Winthrop, maintained headquarters with the 60th Brigade and moved with them from C 14 b 5.8 to D 7 a 5.5, completing the move by noon.

Company C: Company C was engaged in road work, filling shell holes on the Red and Blue roads, and had 120 men opening roads around craters near Premont.

The following report by Lieut. Hamilton shows what these 120 men did:

"Left camp by canal with two platoons at 0600 hours; proceeded by lorries to PREMONT. Began work at 0715, improving road around both mine craters. The other two platoons arrived at 1000 hours and began work clearing barricade at church. Lieut. Hamilton made a road reconnaissance of Red road as far as V 22 d 8.5, at which point a steel bridge of about 30 feet span had been blown up. Mine crater reported in BUSIGNY by Australian officer.

"At 1145 hours heavy shelling commenced on PREMONT near N. W. corner of town. Withdrew two platoons from town to cover and put two platoons on S. E. mine crater, which part of town remained quiet all day. Shelling of N. W. part of PREMONT continued intermittently until 1500 hours. 1 killed, 7 wounded, 1 missing.

"At 1900 hours the platoons which had been withdrawn from PREMONT continued work improving roads around both craters and then church barricade until all were passable for motor transport. A guard was placed at S. E. crater to control traffic."

They also had a detail moving camp from G 16 d 5.2 to U 28 c 3.9. The men on craters worked until 2300 hours.

First Battalion Headquarters: The First Battalion Headquarters moved during the day from G 17 b 2.8 to Premont. Billet No. 33, about C 5 a 6.9.

The following reports were received from First Battalion Headquarters during the day:

1430 hours: With information that First Battalion Headquarters is at Billet No. 33, PREMONT, about C 5 a 6.9. Company C is at U 28 c 3.9. Company B is at D 7 a 5.5. Company A not yet located.

1430 hours: "Company C reports at 1335 hours: "Now at U 28 c 3.9. Will camp near here, as PREMONT is being shelled. One man, H. P. Demeron, reported killed, but I have not gotten into town to confirm this. Hamilton is here and reports one killed and two wounded. Working on both craters and on church. Road to BUSIGNY passable to railroad."

1725 hours: Company C reports: "Casualties to-day, 1 killed, 4 wounded. Two platoons good for four hours' work to-night on mine crater at North end of town and on church débris in main street. Will work there from 7:00 P. M., to 11:00 P. M. Crater is barely passable now for one way traffic, but will get it in better shape to-night. Road reconnaissance ahead shows a 30-foot bridge over railroad demolished at V 21 d 8.7, one abutment destroyed, the other in good condition. Mine crater reported by Australian at V 16 d 3.5. The RED road from V 28 b 3.7 to V 27 b 7.9 is passable for one way traffic, being a fourteen-foot macadam road in good condition, except for occasional shell holes.

1830 hours: Company C providing one way traffic around craters in PREMONT. Also furnishing traffic control as ordered.

Company A will repair crater at D 7 d 8.7 *to-night.* Company A will prepare detour around destroyed bridge at V 21 d 8.7 to-morrow morning. Recommend temporary bridge. Material available within two miles. Craters in BUSIGNY will be attended to to-morrow.

1900 hours: Your memo. A-142. Am moving two platoons, A Company, up to detour around destroyed railroad bridge V 21 d 8.7 to-night.

1900 hours: Company A reports: "BLUE road from BRANCOURT to PREMONT was repaired and is open for DHT. There are about 150 tons of coal along track at C 28 central."

2120 hours: Company A reports: "We have started work on detour around crater and lorries will be able to pass in one hour unless we have rain and then it will get in bad shape. To fill in crater, we need 20 ship scrapers and 15 tons of road material. The road material can be obtained from dump at C 23 d 2.8. We will continue work on detour around crater. Lieut. Baldwin and one platoon have gone to overhead bridge job" (meaning bridge at V 21 d 8.7).

Second Battalion

Condition of roads had become so bad and serious to traffic, on account of the many craters and bridges blown by the retreating enemy, the rapidity of the advance of the Infantry, and on account of shortage of men (two companies now being in the line with the Infantry), it was necessary to send the following:

A-142

HEADQUARTERS, 105TH ENGINEERS

October 10, 1918.

To C. O. 2ND BATTALION:

You will coöperate with C. O. 1st Battalion on road work by putting as many men on roads as you have available from Company E at places agreed upon between Battalion Commanders.

You will see Major Cothran at once, as the work must start at once. Hot coffee and hot food must be furnished the men and they are to work continuously even though they drop.

By order of Lieut. Colonel Joseph Hyde Pratt:

WILLARD P. SULLIVAN,
Capt., Engineers, U.S.A.,
Adjutant.

Copy to C. O. 1st Battalion.

(See below for details from Companies D and E, which were sent in on this work.)

The Second Battalion, less Company F, which was with the Infantry, moved by road from the Nauroy area. Reports show that they were at Nauroy at 0800 hours, Ramicourt at 0930 hours, Montbrehain at 1115 hours, C 22 c 8.1 at 1315 hours, and C 6 d 5.5, where they camped, at 1715 hours.

Company D: Captain Merwin Armstrong, who was wounded September 29th, reported back to his company and resumed command. Company D continued work of reconnaissances for mines, "booby-traps," water supply, etc., behind the Infantry. They also furnished a detail under Lieut. Hill, in the afternoon after reaching camp, who filled in one crater in Premont.

The following reports were sent by details from Company D during the day:

0830 hours: Lieut. Hill reports: "Am now in PREMONT. Crater in middle of village being filled. They are now working and filling in all craters in vicinity. Front of church blown down across road. Report bath established in PREMONT, pipe for heat and boiler intact, no fixtures. Water supply so far available. Am now at U 29 c 6.7 working towards U 29 d section; from there will work East toward railroad."

1000 hours: Lieut. Hill reports: "There is a former Red Cross Station in old school house at U 28 d 8.7. This is fitted up with water system and pumps water to the building adjacent. Needs a 3½ horsepower engine to operate it. This building should, without doubt, be made base hospital."

1030 hours: Lieut. Hill reports: "Now at V 20 d 3.1. Will work railroad both ways, BUSIGNY and LE TROU AUX SOLDATE from here. It is reported that our line runs all along the LE SELLE River objectives as set. Right being held up on account of M.G. fire from railroad toward VAUX ANDIGNY, was later reported clear. Railroad bridge at V 20 d 3.1 heavily mined, but not blown. Charges have been removed."

1230 hours: Lieut. Hill reports: "Have completed reconnaissance of mine field in railroad junction V 14. Mines not removed. 22 on one fork, V 14 to V 20, 18 in another fork, V 14 central to V 21 a 3.7. Bridge at V 14 d 6.4 blown from underneath, but will hold. From evidence in side ditches, the enemy used from 8 to 10, 6-inch trench Howitzer bombs, placed in shaft two feet by two feet by 15 feet deep with one kilo blocks of picric compound, which looks to be spring munition. All wires leading to mines have been cut and time fuses mutilated. I am now at V 14 b central on way to detraining point V 9 a; from there will go to BUSIGNY. Bridge at V 21 d 7.7 blown. One buttress gone on far side, charges taken out of near side. Railroad standard 4'-9" gauge, only cut in two places from bridge at V 21 d 7.7 to V 14 central. Road so far, good."

1400 hours: Lieut. Murphy reports: "Five wells examined and four of them repaired and put in operation in BUSIGNY at V 10 c 95.30, V 10 d. 0.4, V 10 d 3.1, V 16 b 1.5. The well at V 10 d 3.1 is equipped for power, in good shape and water O.K. A complete plant, pumping, heating, shower rooms with fixtures removed, and new delouser. The water end of this station could be put in operation by a 2½ horsepower gasoline engine, 200 R P M, 4-inch pulley and 60 feet of belting; everything else intact."

1630 hours: Lieut. Hill reports: "We have covered area, BUSIGNY, LA VERT DINGON, and all territory on the line V 5 central to V central to road V 22 c. 3.9 to LE PETIT CAMBRESIS. Stopped work on account of men being fatigued from walking. To remove mines from railroads, as previously reported, it will take about three days for a platoon. In BUSIGNY, at railroad station, men from Company F under R. E. direction removing explosives. Place marked 'Resivoir' has been blown and large building, V 8 d 5.9, was partly prepared for blowing. In the railroad yard, find that he had placed on an average of 200 kilos of picric per charge; also he is using 6-inch H. E. shells and a round bomb about 12 inches diameter. Most of the railroad yard explosive was placed to fire with time fuse, length of fuse used about five feet. The work done around BUSIGNY was done by the 2nd German Engineers. Sniping is bad in and around BUSIGNY and seems to be coming from woods Southeast of BUSIGNY. Understand Infantry is trying to round them up."

1730 hours: Lieut. Murphy reports: "Well located here, fitted up and put in operation at W 7 c 90.25 (cross road from Red Cross Post). A case of Typhus located at W 7 d 6.1."

The following reports on water reconnaissances were submitted during the day:

Location	Description	Depth to Water	Depth of Well	If Windlass	If Pump	Tested	Remarks
C4d1.5	Dug well			Yes		O. K.	
C4d10.55	Dug well			Yes		O. K.	
U28d95.00	Dug well			Yes		O. K.	
C5a7.9	Dug well			Yes		O. K.	
I1a4.2				Yes		O. K.	In good shape
I1a1.1				Yes		O. K.	Water not tested
I1c1.3				Yes		O. K.	In good shape
I1b2.2				Yes		O. K.	In good shape
I1d7.8				Yes			Water not tested
U28b5.2							3½ H. P. motor needed

Company E: Company E moved from G 17 b 4.7 to C 27 a 5.6, completing the movement by 1330 hours. A detail of 50 men and one officer were at work at Montbrehain cleaning out dugouts and cellars for Division Headquarters and also cleaning around the billets. Company was put to work during the night on craters in Premont and worked all night.

Company F: Company F, attached to the 59th Brigade, submitted the following reports:

0707 hours: "Details working forward. Nothing to report since last report."

0900 hours: "Detail sent out as ordered (this was to reconnoiter railroad). Company being moved ahead to a point to be determined. My headquarters will remain with 118th Infantry at C 27 b 7.7 until further notification. Will prepare report on water supplies this A. M. 2nd and 4th platoons with 117th Infantry. Information just received 118th Infantry headquarters being moved forward to FRECOURT FARM at C 17 d 0.0. Will accompany them."

1100 hours: "Following in rear of 118 Infantry, which is moving rapidly. 118th Headquarters now at D 7 a 5.6. Lieut. Sill with 117th Infantry. Company Headquarters will continue to move forward as long as advance continues. Will notify you promptly when located. No detailed information available. Lieut. Newman with detail from Company D reports mine removed from overhead bridge at D 2 d 9.9."

1300 hours: "Company following in rear of 117th and 118th Infantries, investigating mines, etc. Party following railroad for report from BOHAIN to V 21 by order. Company headquarters now at C 6 a 5.5. My headquarters with 118th Infantry at D 7 a 5.6. Expect to move forward shortly, but will advise you."

1500 hours: "No change since last report. With 118th Infantry Headquarters at D 3 b 7.6, Sheet 62 B N.E."

Regimental Transport and Supply and 1st Battalion Transport moved to near Premont at C 5 a 9.9.

The Engineer Train moved to Premont.

Engineer Dumps were maintained at Montbrehain I 1 c 2.8 and at V 22 d 7.4.

The casualties for operations to-day were: Killed, 1; wounded, 6.

OCTOBER 11TH, 1918—CLOUDY AND DRIZZLING

October 11th the dispositions of units of the regiment were as of October 10th, except that Company E was engaged in road work, thereby putting three companies, A, C and E, on road work and three companies, B, D and F, on the advance work. As reports show, many of the companies on road work were engaged most of the night of October 10th-11th.

The advance was continued by the 30th Division with the Sixth British Division on the Right and the 25th British Division on the Left. The 118th and 119th Infantry were the attacking troops for the 30th Division. Two platoons of Company F, attached to 118th Infantry, and two platoons of Company B, attached to 119th Infantry, followed the advancing Infantry, with Company D following on reconnaissances and water supply repairs.

In the morning the following warning orders were received:

"Warning Order aaa. It is expected that the 30th Division will be relieved night 11th-12th Inst. by 27th Division aaa. Assembly places brigades and regiments will be announced later."

However, shortly afterward orders were received to the effect that the 30th Division, *less* 105th Engineers, Artillery and Medical Department, would be relieved.

The following memorandum was sent to the C. O. First Battalion:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 11th, 1918.

MEMORANDUM TO COMMANDING OFFICER FIRST BATTALION, 105TH ENGINEERS:

1. You will detail an officer and sufficient O. R.'s to make reconnaissance of the LA SELLE River from W 4 central North to sector boundary, at the earliest possible moment, as to crossings for transports. The bridge at SAINT SOUPLET, I understand, has been blown up. Determine the best method of crossing the river and at what places, and report back at the earliest possible moment, stating also how many men and what material would be necessary to complete the crossings. We must be able to get our transports over the river to-night. We have at V 22 d 7.4 a saw mill and a considerable stock of lumber. There are also 20 to 30 ten to fourteen-inch logs, probably 15 feet and better in length. There are also some logs at V 20 c 9.1 that would also be available. We have already sent you four lorries and will try to get you one more that you can have at your disposal as long as necessary on this work.

It is necessary that we have information regarding the materials needed at the earliest possible moment so arrangements can be made to send them up.

Major Lyerly will make a reconnaissance of the river South of W 4 central to our South sector boundary. It is necessary that we arrange for transports to cross the river to-night, provided our troops cross and take the ridge on the East side of the river.

If you cannot get word to me through Signals, relay runners to these Headquarters. Try and keep in touch with Major Lyerly in regard to crossing the river South of W 4 Central.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U.S.A.

To the C. O. 2nd Battalion the following was sent:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 11th, 1918.

MEMORANDUM TO COMMANDING OFFICER, 2ND BATTALION, 105TH ENGINEERS:

You will detail an officer and sufficient other ranks to make reconnaissance of the LA SELLE River from W 4 Central South to sector boundary at the earliest possible moment, as to crossings for transports. The bridge at SAINT SOUPLET, I understand, has been blown up. Determine the best method of crossing the river and at what places, and report back at the earliest possible moment, stating also how many men and what material would be necessary to complete the crossings. We must be able to get our transports over the river to-night. We have at V 22 d 7.4 a saw mill and a considerable stock of lumber. There are also 20 to 30 ten to fourteen-inch logs, probably 15 feet and better in length. There are also some logs at V 20 c 9.1 that would also be available. We have already sent you two lorries and will try to send you two more that you can have at your disposal as long as necessary on this work.

It is necessary that we have information regarding the materials needed at the earliest possible moment so arrangements can be made to send them up.

Major Cothran will make a reconnaissance of the River North of W 4 Central to our Northern boundary. It is necessary that we arrange for transports to cross the river to-night, provided our troops cross and take the ridge on the East side of the river.

If you cannot get word to me through Signals, relay runners to these Headquarters. Try and keep in touch with Major Cothran in regard to crossing the river North of W 4 central.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U.S.A.

Operation Orders No. 4, Headquarters, 105th Engineers, Oct. 11th, 1918, follow:

SECRET

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 11th, 1918.

OPERATION ORDERS
No. 4

1. The 30th Division, less 105th Engineers, Artillery and Medical Department, will be relieved on the night of October 11th-12th by the 27th American Division.

2. The 59th and 60th Brigades of the 30th Division, American, will be relieved by the 53rd and 54th Brigades of the 27th Division.

3. The Commanding Officer of Company B on Engineering work with the 60th Brigade will report to the Brigade Commander of the Brigade relieving the 60th Brigade and will advise the Brigade Commander regarding the work that the Engineers have been doing and the manner in which they have been cooperating with the Regiments of the 60th Brigade and consult with him in regard to disposition with his Brigade.

4. C. O. of Co. F will follow the same instructions as for Company B, except that he will report to the Brigade Commander of 27th Division relieving the 59th Brigade of the 30th Division.

5. Major Cothran of the First Battalion will have general supervision of the Engineering work of Companies B and F and will report to both commanders of the 53rd and 54th Brigades to consult and advise with him regarding the Engineer work.

6. It is expected that Companies B and F will be relieved by two companies from the 102nd Engineers on the evening of October 12th or the night of October 12th-13th.

7. When so relieved, Company F will report to the C. O. of the Second Battalion and Company B to the C. O. of the First Battalion.

8. Companies A and C of the First Battalion and Companies D and E of the Second

Battalion will work on making motor traffic roads around the following craters:

U 28 b 5.7 (in Premont).
C 5 b 3.7 (at Eastern edge of Premont).
D 8 c 1.3.

9. A detail from one of these four companies will make a thorough examination of the road from PREMONT to BOHAIN and report whether there are any additional craters on this road. These four companies will be under the command of Major Lyerly. As soon as B and F Companies are relieved in the line Major Cothran will take command of Companies A, B and C and Major Lyerly of Companies D, E and F.

10. Major Lyerly will continue with his companies the work on the craters, and Major Cothran will move with his Battalion to MONTBREHAIN to work on light railway.

11. The work on the craters should be done in two shifts; one shift working from 0630 to 1200 hours and the other shift working from 1230 to 1800 hours.

By Order of Lieutenant Colonel Pratt:

WILLARD P. SULLIVAN,
Capt., Engineers, U.S.A.,
Adj.

The result of the work and movements of the separate units is best shown by the detailed reports below:

First Battalion

Battalion Headquarters were moved during the day from Premont C 5 a 6.9 to Busigny V 16 c 6.5.

Company A: The following reports were sent by Company A: "Twenty men of 4th platoon, Company A, worked from 1930 hours, October 10th, to 0530 hours, October 11th, on approach to detour around crater at D 7 d 8.7."

"Thirty men from the 1st platoon worked from 0530 hours to 1530 hours. The detour is in condition now to take DMT in dry weather. Owing to the size of the job of filling in the crater, I would suggest 100 men be employed. It will take them about four days to complete the filling in of the crater if only picks and shovels are used. Twenty tons of road metal will be needed for surfacing the crater and it will need repairs from time to time for a month or two."

0955 hours: Captain Brooks reports: "The road is open as far as ST. BENIN. I could not get through the town as they were fighting at Q 15 d 9.5. Double horse traffic and light motor traffic can go that far. Constant shell fire from Q 31 b 5.7 to ST. BENIN. Was fired on by machine gun between Q 21 b 5.7 and Q 21 b 9.0."

1200 hours: "Up to this point the road BUSIGNY, V 12 b 5.6, P 36 d 7.0 and around both sides of (or through) ESCAUFOURT to Q 20 d 9.7 is open for DHT. The line has been pushed back to the East edge of ST. BENIN and shell and machine gun fire very heavy in and around town."

1700 hours: "Company A moved during the day from V 12 b 5.6 to BUSIGNY, V 16 a 5.0. Captain Brooks with sufficient detail was making a reconnaissance of LA SELLE River in compliance with Memorandum to C. O. 1st Battalion (copied above)."

Company B: Company B was attached to the 60th Brigade for engineering work in the advance and two platoons followed the 119th Infantry. The following reports were submitted on the operations for the day:

Lieut. Kornfeld reports: "The 3rd and 4th platoons left V 28 b 0.7 about 0845 hours and proceeded Easterly along railroad and roadway, examining crossings, gateways, railroads, telegraph lines, removed necklaces of explosives from several telegraph poles. Preparations had been made for blowing up the railroad in many places. No infernal traps were found."

The company moved during the day to V 16 c 8.8.

Company C: Company C continued work on the roads and road reconnaissances. The Company moved during the day from V 28 c 3.9 to V 16 a 5.3. The following reports on work done and reconnaissances shows results obtained:

1306 hours: From Captain George at W 7 c 8.2: "Road V 10 d 9.5 to V 18 d 2.9 to W 7 d 2.8 is 18 feet road bed with nine feet Belgian block roadway in center. No shell holes. Shelling LA HAIE MENNERESSE now. This road open to DMT."

1409 hours: From Captain George at Q 33 c 8.2: "Road LA HAIE MENNERESSE to ST. SOUPLET macadam road about 14 feet wide in excellent condition. Infantry report that they have not crossed river and cannot do it without artillery. Will try to reconnoiter bridge now. It is still standing, is about 30 feet long and has been prepared for demolition. This report of civilians."

1535 hours: "Road V 27 b 6.9-V 28 b 8.2-V 29 a 3.2-V 23 c 3.2-V 23 b 9.8-V 16 d 9.9 open for DHT and SMT in dry weather."

1545 hours: "Crater at V 16 d 3.4 open for one way MT. Road from V 16 d 4.4 to V 23 central to V 23 b 9.8 open for DHT and SMT dry weather. Automobile driver reported he was fired on by machine gun while passing from V 23 central to V 23 b 9.8."

The commanding officer of Company C, Captain George, made a reconnaissance of the Red Road. Following is report of this reconnaissance:

"Road from V 10 d 9.5 to V 11 c 5.2 to V 18 d 2.9 to W 7 c 8.2 is 18 feet roadbed with 9-inch Belgian block roadway in center. No shell holes of material size. Road from HAIE MENNERESSE to ST. SOUPLET, macadam road about 18 feet wide, in excellent condition. A few shell holes in this road, but road is open for DMT. Our infantry hold the town of ST. SOUPLET, but have not crossed river. The enemy occupies ground on both sides of river and along railroad track. I was prevented by snipers from making personal reconnaissance of the bridges. Infantry Lieutenant reports that stone bridge at Q 34 c 3.9 has been demolished; also reports a timber bridge which has not been demolished at Q 34 d 2.4. The break in the fill is about 25 feet deep and 50 feet long. There was heavy shelling in HAIE MENNERESSE and on ST. SOUPLET Road. From ST. SOUPLET at Q 33 a 9.1 to Q 33 a 4.3 to ESSAUFORT at Q 31 c 3.9 to V 6 a 9.4 is a macadam and Belgian block road good for two-way motor traffic. From V 6 a 9.4 to V 5 d 5.6 is a cross country track for two-way horse traffic. The shell crater is passable for horse transport or lorries in one direction. All these roads were shelled during the reconnaissance."

First Battalion Headquarters submitted the following additional reports:

1100 hours: "Captain Brooks is making reconnaissance of the LA SELLE River from Northern Boundary to ST. CREPIN and Captain George from ST. CREPIN to W 4 central. Civilians say river is very small. Bridges are blown, but will have no difficulty in rebuilding."

"Impossible to get into VAUX ANDIGNY account machine gun fire. Line runs approximately Eastern outskirts VAUX ANDIGNY—W 14 central—W 9 central—W 10 central, then North to East of ST. SOUPLET."

1400 hours: "Captain Brooks and Captain George on bridge reconnaissance and no reports from either yet. Am getting uneasy about them as the line is not East of the river at this time (had this information from Colonel Metz personally about an hour ago. Now fighting on the river). Have advised Major Lyerly as to bridge reconnaissance."

1400 hours: "BUSIGNY may be reached by DMT via MARETZ. RED road from V 19 c 0.0 to V 20 d 1.1 should have traffic control. One way traffic only possible in wet weather."

1535 hours: "Sufficient material at saw mill at V 22 d 7.4 for one bridge 30 feet long carrying light artillery. Sufficient reinforcement available to take care of heavy artillery.

Second Battalion

Second Battalion Headquarters: Second Battalion Headquarters and Transport moved during the day from C 6 d 5.5 to billet No. 122, Busigny, at V 16 a 8.1.

The following was submitted during the day from these headquarters:

0900 hours: Following is report of Lieut. Don McLeod of Company F on examination of the railroad crossed by 30th Division troops in the advance of October 9th in accordance with Memorandum A-116, Headquarters 105th Engineers: "The road was patrolled including the 'Y' at V 20 b 3.0. Craters were found at the following points, D 14 b 8.8 (3) D 8 b 9.5 (3) V 26 b 4.1 (4) V 20 b 5.5 (8) and V 20 a 9.9 (5).

"Unexploded charges were found at all points where craters were found and these were disconnected and marked mined so as no damage could come from them. The rails were alternately blown at the joints the whole way that we explored. All craters were found on fills.

"The railway is double tracked from V 21 a 8.7 to V 20 d 7.1, gauge 4 feet 8 and ½ inches. Preparation has been made at each alternate joint in the rail for demolition purposes but no charges had been placed except as mentioned below.

"Small charges to break the joints only at V 22 c 6.5 and at W 22 c 9.5. Five craters were found on the fill at V 23 c 3.4. One unexploded mine similar to ammonal and eight craters on fill V 29 b 30.10.

"Seven mines similar to ammonal were found on fill V 30 b 3.5 and five in cut at W 25 a 5.5 all connections of mines similar to ammonal were cut and signs placed. Detonated 9.2 shells were removed at crossing, V 21 a 1.5. It will take very few ties to rebuild the road. The rails can be used again after having been repaired at the ends. The width of the track is 4 feet and 8½ inches. All the overhead bridges were mined but charges did not go off and the charges were removed by us. The railroad running from LE TROU AUX SOLDATE to VAUX-ANDIGNY appeared to be in good condition and is the same gauge as the other."

1300 hours: "Complying with memorandum Headquarters 105th Engineers this date, Captain Armstrong with a detail from Company D has gone to make a reconnaissance of the LA SELLE River from W 4 central South to sector boundary, as to crossings for transports. He will report by

signals, if possible, otherwise by runner, to your headquarters and to these headquarters."

1800 hours: The following message was received from Captain Armstrong: "Impossible to make reconnaissance of LA SELLE River at present, South of W 4 central being in enemy hands."

2010 hours: "Crater at V 10 d 8.5 is about 30 feet in diameter and nine feet deep. This crater has a track around same which can be used by single motor traffic during dry weather only. Crater at V 17 c 1.9 is 30 feet in diameter and six feet deep. The traffic is now driving through this crater, but in wet weather it will be impossible to get through. Unless these two craters are filled and have metal placed on them, it will be impossible to use these roads during wet weather, and will completely block traffic on these roads. The roads on which these craters are located are used largely for transportation of ammunition for artillery and it is urgent that same be repaired immediately. The safety of guns East of these craters hinges on the repair of these craters. Sufficient dirt and brick can be found near these craters to repair the same. With a small force, approximately 20 men, working on each crater in shifts can repair same in one day."

Company D: Company D continued its work of reconnaissances behind the advancing Infantry and repaired wells. The company moved camp during the day from C 22 c 8.1 to Busigny V 16 c 2.2. Captain Armstrong, with a detail, made an attempt at a reconnaissance of the La Selle River as reported above.

Lieut. Hill forwarded the following through Battalion Headquarters at 1700 hours:

"The railroad from V 9 a 5.9—V 14 b 3.3—V 21 a 2.5 to V 29 b 9.8 is in good condition, except that about 20 rails have been blown. It will require very little work to put it in running condition. At V 29 b 9.8, a crater is blown in the fill. The railroad from this point to VAUX-ANDIGNY could not be reconnoitered on account of heavy machine gun fire, but as far as could be seen from observation, is in good condition, except a few rails blown. This entire railroad is a double track standard French gauge railroad and measures 4 feet 9 3-16 inches.

"While reconnoitering roads this afternoon at 1500 hours, the detail was fired on at point V 23 a 5.5 by machine guns from the vicinity of V 24 c 3.8. It is estimated from the fire that there is a nest of about six machine guns located in block V 24 c. This office has information that one other party was fired on by machine guns from same point this afternoon. From all information, there is no doubt machine guns at this point and it is requested that the proper authorities be notified of this machine gun fire so that same can be mopped up. Lieut. Hill also reports that the road from MARSHMILL, W 4 central, South along the LA SELLE River to our Southern boundary could not be reconnoitered this afternoon and that the battle line at present is approximately along this river."

The following report on mines and "booby-traps" was forwarded at 1100 hours:

"Railroad bridge at V 21 d 7.7 blown. A buttress gone on far side. Charge withdrawn on the near side. On this railroad from V 21 d 7.7 to V 14 central the rails are cut in only two places. Roads so far in good condition."

An enemy dump at V 9 Central was reported to contain 2,000 tons of coal and 500 bales of straw and hay.

The following report on wells and water supplies was submitted during the day:

Location	Description	Depth to Water	Depth of Water	If Windlass	If Pump	Tested	Remarks
U28d8.7	Dug well						Needs 3½ H. P. engine. Would make good hospital base
V10c9.503	Dug well			Yes		Yes	In operation
V10d0.4	Dug well			Yes		Yes	In operation
V10d3.1	Dug well				Yes	O. K.	Requires 2½ H. P. engine, 200 R. P. M. 4″ pulley, 80-foot belt
V16d1.5	Dug well			Yes			In operation
W7c9.2	Dug well			Yes			In operation

Company E: Company E furnished a detail of 43 men and one officer to work on mine crater in Premont. This detail reported at 0200 hours and was put to work widening the road around crater and putting up a railing on the side next to the crater. The detail worked until 0500 hours.

The company moved during the day from C 27 c 5.6 to D 1 c 1.5, then to Busigny. A detail worked during the day on crater at D 7 a 3.2.

Company F: Company continued work behind the advance of the 118th Infantry and reported as follows during the day:

0700 hours: From D 3 b 8.5: "Company following in rear of attack and carrying forward investigation on East and West line of railroad to front. No reports of morning operations yet received. Company headquarters being moved to D 4 a 5.5."

0900 hours: "No change since last report."

1300 hours: "Company following the advance. Railroad patrolled East and West for mines and road patrolled for mines and traps. No mines or traps reported."

1500 hours: The following report is made on wells investigated, repaired and tested. Unless otherwise stated, the water tested O.K.

Wells at—

V 28 b 8.3—O.K.
V 23 c 6.1—O.K.
V 23 c 5.3—O.K.
V 29 d 30.95—O.K.
V 29 a 5.5 for cooking purposes only.
Q 31 c 4.4 no bucket.
Q 31 c 3.5 no bucket.
Q 31 c 3.0 fitted with a pump—O.K.

The company moved during the day from C 6 a 5.5 to V 16 c 6.7.

Engineer Train: The Train was engaged during the day in hauling bridge material, and also moved from Premont to Busigny.

Casualties: There were no casualties reported for the day.

The relief of the 30th Division by the 27th Division was begun to-night.

OCTOBER 12TH, 1918—RAINING AND COLD

Relief of the 30th Division in the line by the 27th Division was progressing and was reported completed at 1000 hours. This, however, did not refer to the 105th Engineers. Companies B and F, who were attached to the 60th and 59th Brigades, respectively, remained with the brigades that relieved these until the next day, Major Cothran of the 1st Battalion remaining with them with general supervision of the engineering work and to consult and advise with the brigade commanders of the 27th Division until relieved. While Companies B and F remained in the line, Companies A, C, D and E were engaged in road work under Major Lyerly,

making motor traffic roads around craters at U 28 b 5.7, C 5 c 3.7 and D 8 c 1.3.

Rain had set in the day before and transportation was made very difficult.

The following telegram was received at 0800 hours: "The 105th Engineers are placed temporarily under command of Corps Engineer, II American Corps. One battalion will move to vicinity of PREMONT, Regimental Headquarters, and remaining battalion to MONTBREHAIN. Both movements to be made October 13th."

The following report was made by Captain Brooks on reconnaissance of La Selle River made on October 11th: "I was unable to personally make a reconnaissance of the river in the vicinity of ST. BENIN, but from information obtained from civilians and British soldiers, the river is about 30 feet wide and it will require the following material to build a bridge across same:

6 pieces	10″x10″x14′ 0″ Sills
30 pieces	8″x 8″x16′ 0″ Posts and cap sills
20 pieces	3″x 6″x16′ 0″ Braces
150 pieces	3″x 6″x12′ 0″ Flooring
30 pieces	3″x 8″x14′ 0″ Stringers
10 pieces	6″x 6″x14′ 0″ Guard rails
150 pieces	¾″x18″ Bolts
1 keg	40d nails
1 keg	60d nails

Orders were issued that any further reconnaissance of the La Selle River would be made by details from B and F Companies, and only as directed by the 27th Division Brigade Commanders.

Pursuant to Operation Orders No. 4, Headquarters 105th Engineers, the Regiment, less Companies B and F, were engaged in work on craters on the roads as follows:

First Battalion

Company A: A detail of 50 men from Company A, under Lieut. Baldwin, reported to Division Headquarters where they were attached to Headquarters Troop for work at Division Headquarters.

One platoon worked on detour around crater at U 28 b 5.7, working from 1230 hours to 1800 hours. This detour was reported open for single motor traffic, but with the statement it would require continuous work to keep it open.

Two platoons worked same hours on detour around crater at C 5 b 3.7, which was opened for SMT. Company A moved in the morning from V 16 a 5.9 to U 28 b 8.7.

Company B: Company B remained with the 27th Division brigade, relieving the 60th Brigade, and were engaged as follows: One platoon cleaned chateau for 27th Division Headquarters. One platoon investigated roads Busigny to Escaufourt. The remaining two platoons were held in camp for such work as they might be called upon to do.

Company C: In the morning Company C moved from V 16 c 5.3 to D 7 a 3.7 and from 1230 hours to 1800 hours were engaged on work around craters in Premont at U 28 b 5.7 and C 5 b 3.7 and on crater at D 8 c 1.3.

Second Battalion

The Commanding Officer of the 2nd Battalion was in charge of the work on the craters.

The following memorandums were sent to him:

"You will have one company of your Battalion at BUSIGNY to repair roads at crater V 10 d 8.5 and V 17 c 1.9. Orders have been received that the No. 1 Australian Tunneling Company and the 146th Australian Tunneling Company have been ordered to BUSIGNY to work on the craters there.

"If these companies have reached BUSIGNY and are repairing these craters, your company will not remain, but will proceed to camp site near PREMONT.

"Three lorry loads of lumber are being sent to craters in Busigny for use if needed. You may so report to the Tunneling Companies if you withdraw your company.

"Four thousand sandbags which are to be filled with dirt are being sent to crater D 8 c 1.3. Three layers of these sandbags are to be placed upon the top of the crater fill, upon which the planks will rest. Between the sandbags a wire netting, which is also sent, will be placed. A plank road is to be made over the sandbags.

"Three lorry loads of lumber will be delivered to you for planking the road over the crater. When unloaded you will send one of these lorries with loading detail to railroad track in D 14 b 6.0, near which crossing there are a good many railroad ties. Bring sufficient ties to the crater to make a double layer of ties in the crater fill, upon which the plank road can be nailed. The ties should be laid as evenly as possible so as to bring an even surface upon which to lay the planks. The lorries will be in charge of Lieutenant Richards and he will take the other two lorries back with him. When sufficient ties have been placed the lorry will be dismissed in charge of the Sergeant."

Company D: Company D, less one detail, worked from 0630 hours to 1330 hours on craters U 27 b 5.7 and C 5 b 3.7.

Following is report of reconnaissance of road from Premont to Bohain:

The following report has been handed in by the Commanding Officer of Company D on a reconnaissance of the Premont-Bohain road made October 12th, 1918:

"One crater in BOHAIN at D 15 c 7.6 is having a detour constructed by pioneers of troops on our right. This should be completed to-night. The crater at D 15 c 8.8 is likewise having a detour constructed by the same pioneers, and should be completed at the same time as the other.

"One crater at D 8 c 1.3 is being filled in by Company E. It has a detour now open.

"The general condition of the road is good, part being of metal and the balance Belgian block. The detour at D 8 c 1.3 should be planked. I understand three lorry loads of plank are being delivered there.

"BOHAIN to BUSIGNY road is in first class condition from the craters to the blown overhead bridge.

"There are about 40 cubic yards of broken stone along the road at D 9 b 3.9. There is a loaded mine, properly marked, under the road at D 15 a 8.8.

"There is a posted retreat track from D 3 central to D 7 central, signs in German."

Company E: The company worked from 0630 hours to 1230 hours on craters at C 5 b 3.7 and D 8 c 1.3.

Details from the company still had charge of the engineer dumps at Montbrehain and V 22 d 7.4.

Company F: Company F remained in the line. They had been attached to the 59th Brigade and when this brigade was relieved became attached to the brigade from the 27th Division, relieving them.

The following report on the work done by the company was submitted: "Roads have been patrolled and repaired so traffic may go through from the following points: V 16 c 5.2 to V 29 b 5.9 through BECQUIGNY to V 23 c 5.4. From V 16 c 5.2 to V 28 d 7.4 and from V 23 c 5.4 to V 30 b 1.1.

"The roads from the following points are not ready for traffic: From V 30 b 1.1 to V 25 a 7.7 and from V 23 b 9.8 to V 19 a 3.1."

The following report on wells was made by details from Company D:

Location	Description	If Windlass	If Pump	Tested	Remarks
V28b8.3	Dug well	Yes		O. K.	One scoop
V23c6.1	Dug well	Yes		O. K.	One scoop
V23c5.3	Dug well	Yes		O. K.	For cooking only
V25a5.5	Dug well	Yes		O. K.	One scoop
V29d3.9	Dug well	Yes		Yes	One scoop
O31c3.0	Dug well		Yes	Yes	One scoop
O31c4.4	Dug well	Yes		Yes	One scoop
O31c3.5	Dug well	Yes		Yes	One scoop

Regimental Supply and Transport with detail of Headquarters Company moved to U 28 b 2.9. First and Second Battalions Transport moved to U 29 c 10.30.

Engineer Train: The Train moved to C 12 b 0.8.

Lorries were used for moving the infantry headquarters, evacuating civilians and wounded and for hauling supplies.

Casualties: There were no casualties reported for the day.

OCTOBER 13TH, 1918—RAINING

At daybreak the Division Engineer's automobile was sent for Captains George and Brooks, who were to report to the Corps Engineer at 0800 hours to give detailed account of their reconnaissances of the Le Selle River.

Work was continued on the roads. It was raining and the roads required much attention to keep the traffic moving. On account of the mud motor transportation was very uncertain, many lorries being sent on missions which they failed to accomplish on account of slipping off the road and getting stuck.

The relief of the companies of the Regiment in the line by the 102nd Engineers was accomplished.

Lieutenants Marrion and Phillips, who had attended III Corps School at Langres, returned for duty with the Regiment and were reassigned to their respective companies: Lieut. Marrion to Company B and Lieut. Phillips to Company E.

Request was received from C. E., American Expeditionary Forces, for Lieut. Phillips as an instructor at the school, provided his services with the Regiment could be spared. Request was answered to the effect that his services were badly needed with the Regiment.

First Battalion

After the relief of the companies in the line by the 102nd Engineers, First Battalion Headquarters was moved from V 16 c 6.9, Busigny, to I 1 b 5.9, Montbrehain.

Company A: Company A worked on craters in Premont until 1130 hours, when they moved to Montbrehain and were billeted at I 1 b 3.3.

Company B: Company B, upon being relieved by one company of the 102nd Engineers, moved from Busigny with Battalion Headquarters to Montbrehain and were billeted at I 1 b 1.2.

Company C: Company C worked on craters in Premont until 1130 hours, when they moved to Montbrehain I 1 b 3.3 and were billeted.

Second Battalion

Second Battalion Headquarters moved from Busigny V 16 a 8.1 to C 6 d 8.5.

Second Battalion Transport moved from Busigny to C 5 a 9.9.

The Commanding Officer 2nd Battalion, Major Lyerly, made an investigation of a report that American Engineers, presumably this Regiment, were filling shell holes with 6-inch shells on road along South side of V 19 and 20. His investigation resulted in finding that British Artillery motor drivers had been placing 6-inch shells in ruts in the road.

Company D: In the morning the company moved from V 16 c 2.2 to U 29 c 9.6 and were engaged in the afternoon in work on craters on the Premont-Bohain road. Lieut. G. P. Murphy was evacuated to the hospital with influenza.

Company E: The details on Engineer dump at V 22 d 7.4 were relieved by a detail from the 102nd Engineers and reported back to the company. The company was engaged at work on the craters on the Premont-Bohain road at C 5 b 3.7 and D 8 c 1.3. The company moved during the day from Becquigny to D 1 c 1.5.

Company F: Company F was engaged in road work and repairing craters in Busigny at V 11 c 0.7 and V 16 b 7.3.

Engineer Dumps: There were two Engineer dumps, one at Montbrehain and one at Becquigny V 22 d 7.4. Only the dump at V 22 d 7.4 was turned over to the 102nd Engineers, as the 1st Battalion and Regimental Headquarters were in Montbrehain where the other was. Following table shows materials turned over and that on the Montbrehain Dump:

Item	Mont-Brehain	Becquigny
Axes, felling	5	
Buckets, water		24
Camouflage, rolls	2	4
C.I. sheets, bundles	13	
Crosses		60
Chain tongs	1	
Cloth, Anti-gas, rolls	2¼	**
Mauls	11	3
Nails 1" lbs.	100	
Nails 2" lbs.		100
Nails 5" lbs.		100
Nails 6" lbs.	100	
Picks, G. S.	740	770
Pumps, depth with hose		7
Paint, black, lbs.	100	
Paint, brown, lbs.	50	
Paint, red, lbs.	50	
Petrol, tin plugs, wood		1,000
Sandbags	6,000	18,000
Saws, hand	3	
Shovels, G. S.	1,051	1,275
Signs, water, poison		20
Signs, ammunition dump		12
Signs, Regimental Hdqrs.		31
Signs, Brig. Hdqrs.		14
Signs, S. A. A.		8
Signs, Engineer dump		11
Signs, Refilling point		3
Tanks, round, 100 gals.		7
Tanks, round, 50 gals.		7
Tanks, square, 500 gals.	1	
Tanks, square, 50 gals.	1	
Tanks, canvas, 48 gals.	1	4
Tanks, canvas, 100 gals.		1
Troughs, horse, iron	2	
Troughs, horse, canvas		10
Tape, tracing, rolls	50	140
Tarpaper, rolls	21½	
Windlasses	111	9
Wire rope, feet		1,200
Wire cutters		20

Engineer Train: The Train moved from Premont to Montbrehain, completing the movement at 1200 hours.

OCTOBER 14TH, 1918—FAIR

The 30th Division, less the Engineers and Medical Corps, were resting. The 27th Division was holding the line, no advance being made.

The Engineers were engaged on road work and light railways, the First Battalion working on light railways and the 2nd Battalion on roads, which were now in much better condition.

Captain Winthrop of Company B was sent to Vaux-Le-Pretre to make an examination of a water point there at C 14 b 4.8 and report on the same. Following is a copy of his report:

"A well located at C 8 d 45.00 was formerly used by the Germans for supply to the Chateau and horse standing (850 horses).

"The water is of good quality, clear, potable and is being used at present.

"The pump, German make, is intact, water being obtained at present by turning the fly wheel by hand. The well is about 90 feet deep, pump outlet 2 inches. Connection to tank not complete. Water tank 6 feet by 8 feet by 6 feet at rear of pump house.

"Water supply seems to be ample. Attached directions in German said to pertain to pump."

Lieut. George S. Baldwin of Company A was sent to make an examination of a reported bath house at Brancourt. Following is a copy of his report:

"Bath house is in good shape, except for a little cleaning up. Contains 15 spray heads and two tubs, also live steam delouser.

"Cold water is pumped into a 3 foot by 5 foot by 5 foot tank on the second story by means of a pump at the mouth of a well located in the same building. Pump plunger runs down into well. Depth of well not measured. Pump is driven by a small D.C. motor (200 volts, 7.9 amperes, 930 R.P.M.), something over 2 H.P. The motor drives a jack shaft which drives the pump. All driven by means of belts. There is no dynamo to run the motor.

"Water overflows from cold water tank to another tank about 4 feet by 4 feet by 8 feet where it is heated by live steam. Steam is supplied from a fire tube boiler in a portable engine just outside the building.

"All that is needed to run the baths is the patching of two small holes in the cold water tank and the provision of some means of working the pump.

"The plant may be operated by men pulling on belts."

First Battalion

The First Battalion, which was engaged on railway work, were under the Commanding Officer of 1st Battalion, who worked in conjunction with the British officer in charge of light railways at Montbrehain.

Company A: A detail of 50 men under Lieut. Baldwin from Company A was engaged in work at Division Headquarters. Two platoons of Company A were engaged on light railway work. The remainder of company were in camp resting and cleaning up.

Company B: Two platoons of Company B were engaged in light railway work. The remainder of the company were in camp resting and cleaning up.

Company C: Company C also furnished two platoons on light railway work while the remainder of the company remained in camp resting and cleaning up.

Second Battalion

The Second Battalion on road work submitted the following reports:

1100 hours: "You are informed that the crater at V 10 d 8.5 and the one at V 16 d 3.4 (Cross roads) were filled and surfaced over with Belgian block at 1730 hours October 13th, and were fit for D.M.T."

1400 hours: "The crater on the PREMONT-BOHAIN road, located at D 7 d 5.9, is practically completed at this time, and will be completed by night for double motor traffic. The crater at C 5 b 5.5 has a double traffic road around same and we are now filling in the crater more to give a good deal wider road. If we are to fill this crater, it will take a good while and also a good many wheelbarrows and scrapers. The crater at U 28 b 5.5 is practically filled and completed; if nothing prevents, will be finished by night. Please advise what work to take up after to-day; also if you want us to fill the crater at C 5 b 5.5, which will take a few days yet to complete; also if there is no new work to do, whether we must move to MONTBREHAIN to-morrow. There is no use for us to move to MONTBREHAIN if we will only be there for a day or two. Please give me instructions by return runner."

Operation Orders No. 5, affecting 2nd Battalion only, were issued as follows:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 14, 1918.

OPERATION ORDER
No. 5

1. On completion of work on the craters in PREMONT, and on the PREMONT-BOHAIN road, the Second Battalion will not change their locations, but will remain at their present camp sites.

2. If work on the craters is completed this date, the Second Battalion will spend to-morrow, October 15th, in issuing clothing and equipment to men, and permitting the men time to wash clothes and clean up.

3. Second Battalion will make arrangements with Regimental Supply Officer to have clothing taken to the companies the first thing October 15th.

4. One officer will be sent to BUSIGNY to locate camp sites for First Battalion, Second Battalion, and Engineer Train.

5. The Regiment will move to BUSIGNY on "Y" day.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.,
Division Engineer.

Orders were also issued that the crater at C 5 b 5.5 was not to be filled, the detours being in good condition and fit for D.M.T.

Company D: Engaged in road work as outlined above.

Company E: Engaged in road work as outlined above. Lieut. Warfield was relieved of duty with Company E and appointed Acting Stores Officer. This placed Lieut. R. M. Williams in command of Company E.

Company F: The company moved from V 16 c 6.7 (Busigny) to C 6 d 5.5, completing the movement by 1000 hours, and worked on roads and craters in the afternoon.

Headquarters Supply Section was busy issuing such equipment and supplies as were available, which consisted of a good supply of breeches and a few of the other necessities.

Warning orders were received that the Division would take over a section of the front on night of October 15th-16th.

OCTOBER 15TH, 1918—RAINING

All units maintained camps as of the 14th. Warning orders for an attack on the 17th were received and as this would entail the crossing of the La Selle River, all preparations for bridging the river were made in advance as far as practicable. A lumber dump was established at V 11 c 8.1 and all available transportation used for moving all lumber obtainable to that point. For this purpose II Corps had furnished three tractors with six trailers, which reported at 1600 hours. In addition to these lorries all available lorries attached to the regiment were used for this purpose. A lumber dump in Montbrehain which had been captured was moved.

Four lorries with loading details were sent to Artillery Bridge Dump between Roisel and Tincourt at L 7 c 5.7 for hauling artillery bridges from there to the ammunition dump at V 9 d 2.4.

The regiment came under orders of the Division Commander, and were relieved of duty as Corps troops at 1800 hours, pursuant to II American Corps Movement Orders No. 2, October 15th, 1918.

Lieut. W. S. Robinson was relieved of duties as Stores Officer and sent on detached service with G-1 of the Division as Liaison Officer. Lieut. F. B. Warfield, reporting as Acting Stores Officer, took over the work.

The following work was carried on by the units of the regiment:

First Battalion

Company A: Company accomplished the following work during the day: One officer and 28 men worked on light railways, replacing ties at C 28 b 3.5. 20 men replaced ties at C 13 d 9.2. 30 men were engaged in building a trestle and surfacing track at I 3 a 2.8. Lieut. Baldwin with 50 men were engaged in work at Division Headquarters.

Company B: Two platoons of Company B were engaged in light railway repairs from C 22 d 0.4 to C 28 c 7.7 and also at C 27 d 3.3. They replaced ties over a distance of 600 yards and carried rails about 1700 yards. A detail of nine men went with the four lorries to load and off load the artillery bridges being moved to V 9 d 2.4. The remainder of company were in camp resting and drawing equipment.

Company C: Company C furnished detail of 83 men under a Master Engineer for work on the light railways at Brancourt. This detail was engaged in preparing roadbed for new track and in carrying and loading material. Another detail of 16 men under Lieut. Thorne were engaged in loading and unloading the lorries moving the lumber for bridges from Montbrehain I 1 b 9.1 to Busigny V 11 c 8.1. The remainder of the company remained in camp resting and drawing equipment.

Second Battalion

An officer from the 2nd Battalion was sent in the afternoon to Busigny to arrange for billets for the Regiment, which was to move on the 16th. Lieut. McLeod was the officer sent, and upon his return reported that no billets were available, the village being crowded with soldiers and civilians, but that good camp sites were available near by in Blocks V 15, 16, 21 and 22.

The Second Battalion completed the work on the craters in Premont and on the Premont-Bohain road, the work being done by details from Company F.

Companies D and E remained in camp resting, cleaning up and drawing equipment.

Engineer Train: The Train was not used in the work to-day.

Lieutenants Ellicott, Thorne, Cilly and Williams, McD. G., who had attended III Corps School at Langres since September 7th, returned to the Regiment and were reassigned to their companies.

Casualties: There were no casualties reported during the day.

The following was issued from Regimental Headquarters:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

October 15th, 1918.

MOVING ORDER
No. 16

1. The Regiment and Engineer Train will move on October 16th to the BUSIGNY Area, the move to be made by separate units as follows:

(a) First Battalion will move by a route selected by Commanding Officer of First Battalion, from present station, MONTBREHAIN, to a site to be selected by the Commanding Officer in either V 15, 16 or 17, map 57B, or any of the Squares to the South of these—21, 22 or 23. The move to be completed and definite location of each unit of the battalion will be sent to these headquarters by 1700 o'clock.

(b) The Second Battalion will march from its present location in PREMONT and vicinity to the BUSIGNY Area via route to be selected by Commanding Officer of Second Battalion, to the same Squares as enumerated for the First Battalion. The move to be completed and definite location of units reported to these headquarters by 1700 hours.

(c) The Regimental Headquarters and Supply Section and Train, under Captain Gillette, will move along route selected by Captain Gillette to the same area as enumerated for the First Battalion. The move to be completed and definite location of units reported to these headquarters by 1700 hours.

2. March discipline for this area will be strictly adhered to.

3. The Personnel Office, Floating Platoon of Headquarters and Band will hold themselves in readiness to move, but will await further orders from these headquarters for actual time of moving.

By Order of Lieutenant Colonel Pratt:
WILLARD P. SULLIVAN,
Captain, Engineers, U. S. A.,
Adjutant.

CHAPTER XII

THE BATTLE OF THE LA SELLE RIVER (SOMME OFFENSIVE) AND RECORD OF EVENTS TO OCTOBER 20TH, 1918

OCTOBER 16TH, 1918—RAINING

During the night of October 15th-16th the 30th Division had taken over the Right Division sector of the Corps area (*see map, Plate II*), facing the La Selle River, preparatory to the attack to be made October 17th.

As ordered in Moving Order No. 16 (*see Chapter XI*), the Regiment, less Regimental Headquarters, a detail from Headquarters Company, the Band and a detail of one officer and sixteen men of Company C, moved to the Busigny area. The movement for all units was completed by 1400 hours and the following locations were reported:

Regimental Hdqrs. and Division Engineer Office	Montbrehain	I 1 a 3.0
Personnel Adjutant	Montbrehain	I 1 a 0.0
Regimental Transport and Supply Section		V 21 c 8.2
First Battalion Headquarters	Becquigny	V 22 d 8.4
First Battalion Transport		V 21 c 5.2
Company A		V 23 c 2.2
Company D		V 22 d 5.7
Company C		V 22 b 5.5
Second Battalion Headquarters	Billet No. 18	V 9 d 8.1
Second Battalion Transport	Busigny	V 15 d 4.9
Company D	Busigny	V 15 d 5.5
Company E	Busigny	V 15 d 3.6
Company F	Busigny	V 15 d 6.7
Engineer Train		V 21 d 8.5
Engineer Band	Montbrehain	

The strength of the regiment on this date was:

Unit	Officers	Other Ranks
Staff and Band	6	30
Headquarters Company	0	88
Company A	3	199
Company B	5	215
Company C	4	217
Company D	2	144
Company E	4	145
Company F	4	205
1st B'n. (Incl. Trans. and Supply)	3	55
2nd B'n. (Incl. Trans. and Supply)	3	80
Sanitary Detachment	6	26
Engineer Train	1	72
	41	1,476

The following orders had been issued before the movement began:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 15th, 1918.

OPERATION ORDER
No. 6

1. The II American Corps will continue the attack on a two Division front, on a date which has been communicated verbally to those concerned, and at an hour to be notified later. The Ninth British Corps will attack at the same time on our Right and the Thirteenth British Corps on our Left.

2. The 30th Division will take over the Right Divisional Sector of the II American Corps Area on the night of 15th-16th October.

3. The 30th Division will attack with the 59th Brigade in the front line and the 60th Brigade in the Second Line.

4. The limits of Division Sector are shown on map furnished Battalion Commanders.

5. Commanding Officer of First Battalion is charged with the proper and accurate laying of the tape on the Jumping-Off line, which will be done on the night of Y/Z. Commanding Officer of this battalion will confer with the Commanding Officer of the 59th Brigade in regard to the location of the line

to be taped. When this work has been completed a report will be made at once to the Division Engineer that the task of laying the tape has been completed.

6. The Commanding Officer of the First Battalion will detail:

(a) Two platoons, each under an officer, to report for duty to the 14th Australian Field Artillery Brigade to prepare Artillery crossings at the LA SELLE River. The platoon commanders will report in person to the Commanding Officer of the 14th Australian Field Artillery Brigade not later than one P. M. on "Y" day. After the Field Artillery has passed it will be followed by the heavy artillery (6-inch Howitzers and 60-pounders). These platoons will construct these bridges in the first place or later after the passage of the light artillery, so that they will carry the Heavy Artillery.

(b) One Company, less one platoon, for duty under the Corps Water Officer, in establishing water points in the ST. SOUPLET VALLEY. The Company Commander will report to the Corps Water Officer on "Y" day for detailed instructions.

(c) One platoon for duty at the Engineer Dump near BUSIGNY (V 22 d 7.4).

(d) One company, less two platoons, to the 59th Brigade to take up such Engineering work as may be required, and to meet any emergency that may arise. The Company Commander will report to the Commanding Officer of the 59th Brigade and arrange for one platoon to be assigned to each of the two units in the line. When the 59th Brigade halts on its objective, the Commanding Officer of this company will report to the Commanding Officer of the 60th Brigade, and the two platoons will follow through the 59th Brigade with the 60th Brigade, and be assigned to the two units of the 60th Brigade in the line, and continue similar work as before.

(e) One company to search for wells, sample water, install or repair windlasses; search for booby-traps and mines; search for Engineer Stores; and examine railroads and bridges for mines, giving special attention to delayed action mines.

7. The Commanding Officer of the Second Battalion will detail:

(a) One company which will follow at a reasonable distance behind the advancing infantry, and repair and make possible for horse-drawn transport the following roads:

Road from MOLAIN to ST. MARTIN RIVIERE to ARBRE GUERNON, including road to cross roads at W 6 b 6.9; thence to MAZINGHIEN; road from ARBRE GUERNON to RIBEAUVILLE; road from MAZINGHIEN to CATILLON; road from MAZINGHIEN to REJET DE BEAULIEU. Also take over the road between VAUX-ANDIGNY and MOLAIN in case the latter is not taken over by the 9th Corps (British).

(b) Two companies to be held in reserve for opening to double motor traffic the roads mentioned above as far forward as the ridge to the East of the SAINT SOUPLET VALLEY.

(c) Progress reports on the condition of each road under construction will be rendered every two hours to the Division Engineer through Second Battalion Headquarters.

8. (a) The advanced Engineer Dump has been established at V 22 d 7.4.

(b) An advanced lumber dump has been established at V 11 c 8.1.

(c) A mobile dump of water supply material, bridge and road timber, loaded on lorries, will be held in readiness at the Northeastern outskirts of BUSIGNY, V 11 c 8.1. On Zero Day the Engineer Train will hold itself in readiness to send forward wagons of Engineer Stores as they may be called for.

(d) Two wagons loaded with picks, shovels, axes, and sandbags will be held in readiness at V 11 c 8.1, to be used as a mobile Engineer Dump.

9. On Zero Day men will carry the following equipment and supplies:

Haversack pack, shelter half, raincoat, one or two changes of socks, mask and helmet, 100 rounds of ammunition in the belt, rifle, full canteen, the unconsumed portion of the day's ration, one assault ration and one iron ration.

10. The Division Engineer will be at V 21 d 8.6.

11. Reports will be sent every two hours through battalion commanders' headquarters to the Division Engineer. Where possible, reports will be sent by telegram as well as by runner. Each report will state time and place in addition to other information. As far as possible regularly prepared forms will be used for this purpose.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.,
Commanding.

SECRET

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

October 16th, 1918.

MEMORANDUM TO OPERATION
ORDERS No. 6

Detailed Instructions for Water Supply and Reconnaissance Company of First Battalion

1. A sufficient number of officers and other ranks will be detailed to make a water reconnaissance in the advanced area, and will install windlasses, pumps, and, when necessary, tanks. This detail will be assisted by details from the Sanitary Section (in charge of Lieutenant Sigler) in testing the water according to the prearranged plan agreed upon between the Division Surgeon and the Commanding Officer of the First Battalion. As far as possible, special men should be detailed to go at once to known wells and examine them, making a report on same at the earliest possible moment. It is not necessary to test every well encountered, but when not tested they should be labeled for the time being: "Unfit for Use." All wells tested should be conspicuously labeled "Fit for Drinking, Use so many Scoops," or "Unfit for Use."

In case any power pumps are found, arrangements should be made to have them inspected at once by a mechanical Engineer, and a report submitted with least practicable delay, giving size of engine necessary to put the plant in operation.

Two lorries with water supply materials such as windlasses, buckets, ropes and horse troughs will be at the dump V 11 c 9.1, at the disposal of the Commanding Officer of the First Battalion.

2. Sufficient officers and other ranks will be detailed by the Commanding Officer of the First Battalion for the special duty of searching for booby-traps and mines.

Mines or traps encountered that cannot be destroyed or removed will be labeled accordingly. Dugouts will be labeled accordingly. Dugouts, cellars and other shelters that are examined and cleared and ready for occupancy will be labeled accordingly. Signs should be prepared ahead of time for this purpose.

3. Reconnaissance will be made of railroads, both light railways and broad gauge encountered, giving gauge and demolitions in detail. Locations of materials for repairing same, if encountered, will be noted and described in detail.

4. Reconnaissance reports will be made on special blanks prepared for this purpose of captured Engineer Stores. Any captured machinery will be reported by giving full descriptions, including the make, type and condition.

5. The company detailed for above work will leave their camp on "Z" Day at Zero minus ½ hour, and will take up their work at a reasonable distance behind the Infantry.

Instructions for Company Detailed for Advanced Road Work

1. The work of the company detailed for advanced road work is to keep the roads open for horse-drawn vehicles.

On discovery of a road crater, and, after reporting location by runner to the Division Engineer, the advanced Engineer troops will, as soon as the hostile activity permits, select, clear, and, if necessary, mark a route for horse traffic through the fields or streets around it. A barricade will be placed across the road at the two ends of the diversion, and a guide stationed at each, to be maintained

until relieved by the Military Police. It should be carefully impressed on this guide that it is his duty to direct and assist traffic around the obstruction.

It is important that the débris of the mine from the road should be removed from the road surface to prevent motor vehicles from skidding and blocking the traffic.

Special Instructions Regarding Bridges

1. *Bridges:* Care will be taken that the first temporary and emergency bridges are not constructed on the site suitable for a bridge permanently replacing the structure. The emergency bridge should be planned with the smallest possible span, it being recollected that the task is to secure a crossing and not a bridge.

If possible, it should be of sufficient strength to carry heavy artillery. This will, ordinarily, not be practicable if the span exceeds eight feet. A one-way bridge, eight to ten feet wide, is all that should be attempted. Guard rails will never be omitted, and hand rails placed if the bridge has any height.

2. Full details of permanent bridges required, i.e., location, span and abutment instruction should be forwarded to the Division Engineer as early as possible.

Instructions for Company Detailed to Advanced Brigade

1. The two platoons detailed by the Commanding Officer of the First Battalion for Engineering work with the Advanced Brigade will take such position in rear of the regiments in the line as may be decided by the Commanding Officer of the First Battalion and the Commanding Officer of the Advanced Brigade.

2. This detail will carry with them the necessary tools and materials to enable them to begin the work of consolidating the line when the objective is reached. The Commanding Officer of the First Battalion will confer with the Commanding Officer of the 60th Brigade, which is the Brigade ordered to consolidate the line, on the objective, and determine what tools may be required for consolidating the line and arrange to have them at suitable locations for use by the Infantry.

3. Commanding Officer of the First Battalion is charged with making of arrangements for getting up the necessary tools and materials. Wagons of the Engineer Train will be at his disposal for this purpose.

Carrying parties will be arranged ahead of time for bringing up the materials from the point to which the horse transport takes them.

Special Instructions for the Company, Less One Platoon, Detailed for Duty with the Corps Water Supply Officer

1. The company, less one platoon, detailed for duty with the Corps Water Supply Officer, will be divided as follows:

1 full squad.
Tools: Picks, shovels, axes, and nails.
Duty: To put down stands for sterilizers at W 4 d 0.7.

1 full squad.
Tools: Picks, shovels, axes, and nails.
Duty: To put down stands at W 10 a 5.6.

1½ Platoons (less 1 squad) at Q 34 c 5.2.
Tools: Picks and shovels.
Duty: Installing and operating horse troughs.

1½ Platoons (less 1 squad) at W 16 a 6.3.
Tools: Picks and shovels.
Duty: Installing and operating horse troughs.

All these details will report at V 18 d 2.9 at 8 A. M. on Zero Day. The senior officer will send details to their respective stations, as given above, as soon as situation permits. If enemy fire makes it necessary to change waiting station, report of change should be made at once to the Corps Road Report Center V 21 d 8.6.

2. The Officers and N. C. O.'s respectively in charge of each of the details above specified will report to the Corps Road Report Center at V 21 d 8.6 at 14 o'clock on October 16th for further detailed instructions.

Location of Dressing Stations

Advanced Dressing Station at BUSIGNY, V 9 c 6.6.
Walking Wounded Post at BUSIGNY, V 17 c 7.5.
Main Dressing Station, MONTBREHAIN.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.,
Division Engineer.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 16, 1918.

MEMORANDUM No. 2
TO OPERATION ORDERS No. 6
MEMORANDUM TO C.O.
ENGINEER TRAIN

1. You will have eight wagons unloaded of their tools and report to V 11 c 8.1 at 6 A. M. Zero Day with detail to load wagons with bridge and road timber. These wagons are to be held in readiness to haul timber forward as required by the First Battalion or the Second Battalion.

2. Two wagons loaded with picks, shovels, axes and sandbags will be held in readiness at V 11 c 8.1 to be used as a mobile Engineer Dump.

3. On Zero Day the Engineer Train will hold itself in readiness to send forward the balance of its wagons of Engineer Stores as they may be called for.

JOSEPH HYDE PRATT,
Lieutenant Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 16, 1918.

OPERATION ORDER
No. 6A

1. The 105th Engineer Band will report to the Division Surgeon at the Main Dressing Station, MONTBREHAIN, at 7 A. M., October 17th. Each man will take unconsumed portion of the day's ration, and two days' rations additional.

By order of Lieutenant Colonel Pratt.

WILLARD P. SULLIVAN,
Captain, Engineers, U. S. A.,
Acting Adjutant.

First Battalion

The Battalion, less one detail of sixteen men under Lieut. Thorne of Company C, moved as described above. Several details were furnished for special work in the afternoon and evening as outlined below. Headquarters were established and everything made ready for the attack on the morning of October 17th.

Company A: Company A, after moving, was engaged in making camp and preparing signs to be used in the advance on the 17th.

Company B: Company B, after moving, sent Lieuts. Trescott and Jennette to the commanding officer of the 14th Australian Artillery Brigade, where they received instructions relative to the work they, with their platoons, were to do on the morning of October 17th during the attack. Lieut. Marrian and Lieut. Kornfeld, each with one platoon, reported to commanding officer of the 59th Brigade. Lieut. Marrian, with the 1st platoon, was attached to the 118th Infantry and Lieut. Kornfeld with the fourth platoon was attached to the 117th Infantry. The first task assigned to Lieut. Marrian was the laying of the jumping-off tape, which was successfully done from W 9 a 6.6 to W 9 c 4.0, by 2100 hours. On the front of the 117th Infan-

try the Brigade Commander and regimental commander decided to have no jumping-off tape, but that they would use the road, W 9 c 4.0 to W 14 c 9.0, for this purpose; therefore, no tape was laid on this front.

Company C: Company C furnished a detail of 16 men under Lieut. Thorne, who reported to Regimental Headquarters at 0800 hours. This detail, with all available lorries, was engaged in moving surplus lumber from the craters on the Premont-Bohain road and lumber from the captured enemy dump at Bohain to the forward lumber dump at V 11 c 8.1. They worked until 1800 hours, when the detail reported to the company camp at V 21 d 8.7. One platoon from Company C was detailed to take over the dump at V 22 d 7.4, which they did on this date. The C. O. Company C, Captain George, with his officers and N. C. O.'s who were detailed for water supply work on the 17th, met the Corps Water Supply Officer, Captain C. R. Humphreys, at V 21 d 8.9 and received full instructions relative to the work they were to do on the 17th.

Second Battalion

Second Battalion Headquarters moved from C 6 d 8.5 to V 9 d 8.1, which was to be their battle headquarters for the coming attack. The following order was issued for the engagement beginning October 17th:

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

October 16, 1918.

OPERATION ORDERS
No. 9

Reference Sheet 57 B

1. On Zero day the Second Battalion, 105th Engineers, will be responsible for the RED and BLACK Roads on the attached map.

2. Company E will follow the advancing Infantry at a reasonable distance and will be responsible for the preliminary laying out and is charged with the repairing and making possible for horse-drawn transport the following roads: Road from MOLAIN to ST. MARTIN RIVIERE to ARBRE GUENNON, including road to cross roads at W 6 b 6.9; thence the MAZINGHIEN road from ARBRE GUENNON to RIBEAUVILLE, road from MAZINGHIEN to CATILLON; road from MAZINGHIEN to REJET DE BEAULIEU; also to take over the road between VAUX ANDIGNY and MOLAIN in case the latter is not taken over by the 9th Corps. These roads are both on attached map as the RED and BLACK roads.

3. Companies D and F will be held in reserve for opening to double motor traffic the above roads, RED and BLACK, as far forward as the ridge to the East of the SAINT SOUPLET VALLEY.

4. Company E will detail sufficient men to investigate, construct and report on the roads connecting the RED and BLACK roads. Company E will also be responsible for the searching of the RED and BLACK roads for mine fields, both instantaneous and delayed action mines.

5. Company E will be responsible to keep the RED and BLACK roads open for horse-drawn vehicles, and on discovery of road craters, and after reporting location of same by runner to the Division Engineer, will, as soon as hostile activity will permit, select, clear, and, if necessary, mark a route for the horse traffic through the field or street around it. A barricade will be placed across the road at the two ends of the diversion, and will station a guide at each, and the guide to remain until relieved by the Military Police. It should be carefully impressed on this guide that it is his duty to direct and assist traffic around obstruction. It is important that the débris of the mine from the road should be removed from the road surface to prevent motor vehicles from skidding and blocking the traffic.

Company E will also be responsible for the placing of road signs at the forks and junction of roads, the signs to point in the direction of the towns indicated on same.

6. Company E will be so divided by its Commanding Officer to place necessary details on RED and BLACK roads and will assemble at BUSIGNY, at the beginning of the RED and BLACK roads at Zero hour, and will start on these roads at Zero hour. Companies D and F will stand to at Zero hour.

7. Each man will carry a shovel and each second man will carry a pick. Each man will carry the following equipment and supplies: Haversack pack, shelter half, raincoat, one or two changes of socks, mask and helmet, 100 rounds of ammunition in belt, rifle, full canteen water, the unconsumed portion of the day's rations, one assault ration and one iron ration.

8. The Division Engineer Dump will be at V 22 d 7.4.

9. Reports will be sent every two hours through these headquarters to Division Engineer. Where possible, reports will be sent by telegram as well as by runner. Each report will state time and place, in addition to the information. As far as possible, regularly prepared forms will be used for this purpose.

GEORGE L. LYERLY,
Major, Engineers, U. S. A.

Company D: Company D moved from V 29 c 9.6 to Busigny and made camp at V 15 d 5.5. Preparations were also made for the work they were to do in attack. Lieut. John T. Newman was evacuated to hospital on account of sickness.

Company E: Company E moved from D 1 c 1.5 to Busigny V 15 d 3.6 and made preparations for the attack on the 17th.

Company F: Company F moved from C 6 d 5.5 to Busigny V 15 d 6.7 and made preparations for the attack on the 17th.

Engineer Train: The Engineer Train moved from Montbrehain to V 21 d 8.5, beginning the movement at 1200 hours and completing it by 1500 hours. Ten G. S. wagons were then unloaded of the Engineer tools and moved to the lumber dump at V 11 c 8.1, where they were loaded by a detail from the platoon of Company C at the dump V 22 d 7.4, with lumber to be used for bridge and road work on the 17th. Two wagons were loaded with tools and supplies at V 22 d 4.4 as a mobile Engineer dump and these were moved to V 11 c 8.1.

Headquarters Company: A detail of four men from Headquarters Company was furnished the Division Provost Marshal to erect partitions in and repair the Prisoners of War Cage at Montbrehain. All available lorries had been used during the day for accumulating lumber at the forward dump V 11 c 8.1. Supplies had also been hauled to the advance Engineer dump at V 22 d 7.4. Two lorries were loaded at night with engineer supplies and water supplies to be used as a mobile dump.

Five lorries had been sent on detached service to the C. R. E. at Road Report Center Bellicourt, four lorries to the 238th A. T. Company at Ramicourt and four lorries were furnished the Medical Corps for work of evacuating wounded, so that the available transportation was greatly curtailed. However, besides the lumber moved to the lumber dump, the following supplies were put on the Engineer dump at V 22 d 7.4.

24	Buckets
2	Camouflage rolls
60	Crosses
1	Anti-gas Cloth (Roll)
50	lbs. Nails, 4″
30	lbs. Nails, 3″
800	Picks
7	Pumps with hose (diaphram)
100	lbs. Petrol tins plugs
7,750	Sandbags
1,225	Shovels
20	Signs, "Water Poison"
12	Signs, "Ammunition Dump"
3	Signs, "Refilling Point"
6	Tanks, G.I. 100 gallons
7	Tanks, G.I. 50 gallons
4	Tanks, canvas, 48 gallons
1	Tank, canvas, 100 gallons
3	Horse troughs, canvas
130	Tracing tape, rolls
12	Windlasses
1,200	Wire rope, feet
75	Wire cutters

THURSDAY, OCTOBER 17TH, 1918—CLEAR AND COLD

The attack was successfully launched at 0520 hours and the advance went well for a short while, but with very stubborn resistance over the entire Division front. The 27th American Division attacked on our left and the 9th British Corps on our right. The Thirteenth British Corps was on the left of the 27th Division. The 59th Brigade attacked on the 30th Division front and were opposed by the 1st, 2nd and 3rd Regiments of German Saxon Marines, who fought more desperately than any enemy we had yet encountered. These regiments were supported by the German 4th Naval Division. Official communiques reported these Marines and the Naval Division as being amongst the best troops remaining in the German armies. The battle was stubbornly fought and the casualties high. The result shown by prisoners taken during the day is a fair estimate of the fierceness of the fighting. The 27th Division on our left took over 1000 prisoners, as did the British Division on the right, while on the 30th Division Front only two officers and 204 other ranks were reported as having been taken prisoners.

A Corps Road Report Center had been established at V 21 d 8.6 and the Regimental Commander, Lieut. Colonel Joseph Hyde Pratt (also Division Engineer), moved to this point for the day, taking with him one motorcycle and one bicycle runner (there being but one motorcycle with the Regiment).

Plate XXXVIII shows the barrage map for this attack. The ground immediately East of the La Selle River was very steep and rough.

First Battalion

Reference to Operation Order No. 6 and Memorandum to the same shows that the First Battalion was charged with:

(a) The proper laying of the tape on "Jumping off line," which was accomplished on the night of October 16th.

(b) The building of bridges for the light and heavy artillery to cross the La Selle River.

(c) Supplying a detail to work under the Corps Water Supply Officer in establishing water supply points in the St. Souplet Valley.

(d) The maintenance and administration of the Engineer Dump.

(e) The carrying out of reconnaissances and engineer work with the advancing Infantry.

(f) The search for wells, sampling of water, installation and repairing of windlasses; search for traps and mines and engineer stores; paying special attention to the search for delayed action mines; and search of railroads and bridges for mines.

Reports were ordered sent every two hours through Battalion Headquarters to Regimental Commander at the Road Report Center at V 21 d 8.6.

The following reports received best show the results of the day's work:

0800 hours: Company A reports at 0715 hours: "Nothing to report. Shell fire very heavy."

0830 hours: Lieut. Marrian, Company B, reports at 0710 hours: "Went to rendezvous, V 12 c 9.2, but have been unable to connect with 117th as yet, owing to heavy smoke. Will push on and find them as soon as possible. One casualty. Slater hit in foot."

0955 hours: Lieut. Hill, Company C, reports at 0755 hours: "Left there (meaning left flank on objective) right hung up at river. Will try to work for reconnaissance as quick as can. Am now beyond HAIE MENNERESSE. Fog

and smoke heavy. Am ordering materials moved up. Shelling roads heavy. Will rendezvous V 18 a 0.5 to pick up lorry."

1005 hours: Company A reports at 0915 hours: "Road from W 19 b 9.8 to W 9 c 1.1 and W 14 a 8.9 to W 9 c 1.1 patrolled. No mines. The right flank is held up."

1015 hours: Lieut. Kornfeld, Company B, reports at 0930 hours: "Men have proceeded to VAUX-ANDIGNY with instructions. Will be here until 119th goes forward. They do not know where they will be located."

1030 hours: Lieut. Trescott, Company B, reports at 0755 hours: "Arrived here on time. Will move forward with battery. Will probably cross river near ST. SOUPLET. Roads good to this point. Fog prevents observation of any kind. All well. Would not advise sending runners back."

1100 hours: Lieut. Baldwin reports at 0900 hours: "Temporarily held up by shell fire in VAUX-ANDIGNY and Machine Gun Fire from BELLE-VUE. Our first objective reported reached. Black Watch (British) moved up just right of VAUX-ANDIGNY at 0800 hours. British 139th Brigade advanced on Northeast side of VAUX-ANDIGNY, VAUX-ANDIGNY-LES-FERMES road. Right Battalion held up at LES-GOBELETS. British 138th Brigade advance on Northwest side of same road and reached ANDIGNY-LES-FERMES. French have advanced clean through woods Northwest of MENNEVRET. Due to fog, German machine gunners were able to hide in shell holes behind advance."

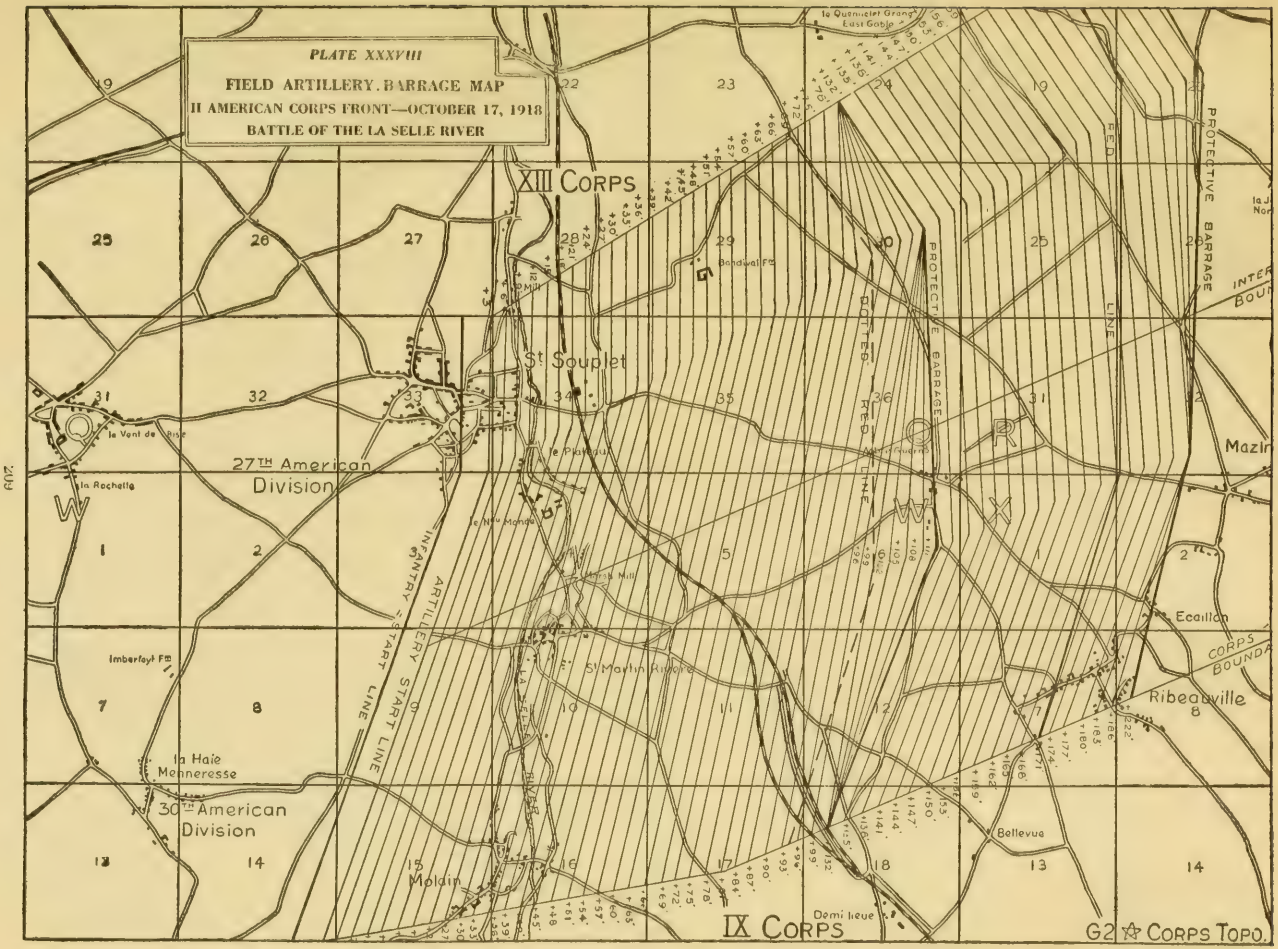
1120 hours: Lieut. Marrian, Company B, reports at 1009 hours from W 7 d 6.3: "We are at this point behind the 120th Infantry. Have been unable to get further forward because of heavy shelling. Searched all through the point where we were to meet the 118th, but was unable to locate them."

1140 hours: Lieut. Kornfeld, Company B, reports from V 24 a 1.8 at 1045 hours: "117th will be relieved by 119th at 1100 hours. 119th Headquarters still in BUSIGNY. Message from sergeant in charge of detail saying they were progressing Northeasterly from VAUX-ANDIGNY at 1005 hours and nothing to report. 117th reached objective at 1000 hours. Will accompany 119th Liaison Officer to forward P.C. when established."

1145 hours: Captain George, Company C, reports from V 18 d 2.9 at 1145 hours: "Am unable to get to ST. SOUPLET with lorry. Shell holes at V 7 d 5.3. Am unable to get to MOLAIN account shelling. Am holding three platoons less two squads at V 18 d 2.9. Two squads being sent to build sterilizer stands at V 23 central. Will remain at this point until we can get through or until 1600 hours. Reported shelling at MOLAIN also. Shell fire MENNERESSE to MOLAIN in V. 8."

1200 hours: Following sent to C. O. Engineer Train: "Pursuant to paragraph 3, Memorandum to Operations Orders No. 6, 105th Engineer Regiment, you are directed to place 480 shovels and 20 picks at W 10 c 8.6 at the earliest possible moment. These shovels will be tied into one man bundles. (Shovels now available on dump at V 22 d 7.4.) It is desired these shovels be placed at this dump before 2 P. M. to-day."

P. C. Cothran,
Major, 1st Battalion.


PLATE XXXVIII
FIELD ARTILLERY BARRAGE MAP
II AMERICAN CORPS FRONT—OCTOBER 17, 1918
BATTLE OF THE LA SELLE RIVER
XIII CORPS
St Souplet
27TH American Division
30TH American Division
IX CORPS
Ecaillon
Ribeauville
Mazin
Bellevue
Moulin
Demi lieue
Bendwall Fm
Imberfayt Fm
la Haie Menneresse
la Rochelle
le Vent de Rose
le Pavillon
le Nouvel Monde
Molin Mill
St Martin Ruisore
la Quenielet Grange
East Gable
PROTECTIVE BARRAGE
BOTTED RED LINE
INFANTRY START LINE
ARTILLERY START LINE
CORPS BOUNDARY
G2 ☆ CORPS TOPO.

1210 hours: Lieut. Baldwin, Company A, reports from W 21 a 3.6 at 1010 hours: "Well at W 21 a 3.6: Top of well boarded up, hand pump, no repairs, good flow of water, tested one scoop. Big barn full of hay at same map reference. Can hear machine gun about one mile ahead, some shelling this side of MOLAIN. Am going around left of village."

1310 hours: Captain Brooks, Company A, reports from W 16 a 1.3 at 1115 hours: "Road from W 9 c 1.1 to W 16 a 1.3, W 16 a 1.0—W 16 a 5.0, W 16 a 1.3, W 16 a 1.9 patrolled and searched for mines. No mines encountered, but several barricades between W 15 b 6.4 and W 16 a 1.9. Road from W 9 c 1.1 to W 16 a 1.3 metal, SMT—W 16 a 1.0 to W 16 a 5.0 metal SMT."

1235 hours: Captain Winthrop, Company B, reports from D 3 b 9.6, Brigade Headquarters, at 1150 hours: "60th Brigade has not moved through yet. Seems that the advance is being made quite satisfactorily. German Marines seem to be giving best fight. ST. MARTIN-RIVERE mopped up. British moving forward against much resistance."

1330 hours: Major Cothran reports from V 22 d 8.4: "Captain Stafford has gone up to investigate the 'source of the LA SELLE.' Am going ahead personally to get in touch with the Infantry regarding consolidation of line, etc., if possible. Leaving word for all messages to be forwarded you promptly, expecting you to remain present location until 1700 hours. I will return as quickly as possible. Lieut. Thorne at dump V 22 d 7.4 will be able to handle any requisitions. He is equipped to fill without relay through me."

1340 hours: Lieut. Kornfeld, Company B, reports from V 24 a 1.8 at 1300 hours: "Platoon left this morning with all rations available, only sufficient for dinner. Please give instructions as to rationing. Conflicting reports as to objective of 117th being reached. 119th has not yet taken over."

1415 hours: Lieut. Marrian, Company B, reports from W 9 c 1.1 at 1226 hours: "We are going into ST. MARTIN-RIVERE and probably beyond. Shall we come back to-night or will the company move up?"

1450 hours: Lieut. Trescott, Company B, reports from W 4 c 9.6, MARSH MILL at 1450 hours: "Have made reconnaissance of river near ST. SOUPLET to above map reference with Major of Artillery. Have decided to put bridge at MARSH MILL. Will start work as soon as artillery fire permits."

1505 hours: Lieut. Hill, Company C, reports from W 10 c 3.5 at 1115 hours: "Am now at W 10 c 3.5. Bridge blown. Will try and replace."

1620 hours: Captain Brooks, Company A, reports from W 11 c 1.6 at 1315 hours: "Very heavy shell and machine gun fire at this point. Enemy machine gun nests are delaying the advance but they are going on. Road W 16 a 1.9 to W 10 a 7.3 metal DMT. Bridge at W 16 a 6.0 will carry anything. Bridge at W 10 c 30.45 blown out. Bridge at W 10 a 4.8 blown out."

1700 hours: Lieut. Trescott, Company B, reports from W 4 c 9.6 at 1430 hours: "Bridge capable of carrying eight-inch guns completed in one hour and 45 minutes. Will wait here for artillery to pass. Am sending men in to camp."

1720 hours: Captain Brooks, Company A, reports from V 23 c 3.3 at 1645 hours: "Road W 10 a 6.4, W 10 a 8.8, W 10 b 8.8 to W 5 c 7.3 metal DMT. There

was a machine gun nest in woods at W 6 b 5.0—X 1 a central and X 1 c 9.3 and I could not go on."

1900 hours: Lieut. Hill, Company C, reports at 1830 hours: "Bridge at W 10 c 2.5 was completed at 1630 hours. On account of heavy shelling, it was impossible to start before noon. Time on bridge, four hours and a half. This bridge has five built up stringers of 3" x 10", 3 planks thick and 24 feet long, supported in middle by one bent, and one bent at each bank. Decking is one layer of three-inch plank."

At 1900 hours, Lieut. Hill reports: "Bridge at W 10 c 2.5 being finished under heavy shell fire. Now open for 18 pounders; will complete for 6" Howitzers."

1900 hours: Lieut. Trescott, Company B, reported: "Lieut. Marrian wounded seriously in left leg. Sergeant Speas wounded in right breast and right shoulder. Corporal Williams wounded slightly in face and legs. Privates Soard and Farmer killed instantly. All wounded taken to dressing station. Members of platoon went back for dead. Private Wright also reported dangerously wounded. Shell supposedly a whiz bang. Runner is rather excited so don't know how accurate."

Major Cothran added to message: "Lieut. Jennette has been sent forward to carry on the work of this platoon."

The work assigned to the First Battalion and as reported above was done by the companies as outlined below:

Company A: Company A had one officer, Lieut. Baldwin, and 40 men, assisted by Lieut. Sigler and six men of the Sanitary Corps, following the Infantry for the purpose of installing and repairing windlasses and making what other well repairs were necessary. In addition to the one well reported above, the following were also reported at the end of the day:

Location	Description	Depth of Water	Depth to Water	If Windlass	If Pump	Tested	Remarks
W21a3.6	Hand pump				Yes	O. K.	Good flow of water
						1 Scoop	Well O. K.
W21a4.8	Dug well	9 ft.	90 ft.	Yes		1 Scoop	Bucket and rope needed
W14b6.9	Could not get at it				Yes	1 Scoop	Well O. K.
W4c7.0	Could not get at it				Yes	1 Scoop	5" suction
W10a6.9	Dug well	Shallow	40 ft.	Yes		1 Scoop	Well repaired, O. K.
W10a8.7	Dug well	Shallow	60 ft.	Yes		1 Scoop	Well repaired, O. K.
W10a6.6	Dug well	Shallow					Not tested—too muddy
W10c2.2	Dug well	8 ft.	25 ft.	Yes		1 Scoop	Well O. K.
W10c1.0	Dug well	4½ ft.	20 ft.	Yes		1 Scoop	Well repaired, O. K.
W10a0.3	Dug well	8 ft.	25 ft.	Yes		1 Scoop	Well O. K.
W16a0.8	Public pond						Tested, free of poison
W15d9.7	Dug well	7 ft.	43 ft.	Yes		1 Scoop	Well repaired, O. K.
W15d8.6	Dug well	?	120 ft.	Overhead pulley		1 Scoop	Well repaired, O. K.
W15d7.5	Dug well	4 ft.	51 ft.	Yes		1 Scoop	Well repaired, O. K.

"Shell fire in street ST. MARTIN and MOLAIN very troublesome. Could not send more messages as circumstances forced me to take only a few men with me." Signed Lieut. G. S. Baldwin.

A detail of two officers, Captain Brooks and Lieutenant Taylor, and 60 men were engaged in patrolling roads, searching for mines and "booby-traps," and examining railroads and bridges for mines. No railroads were encountered in the advance, and no mines or "booby-traps" were found. A barn full of hay at W 21 a 3.6 and another at W 14 b 6.9 were reported as stores captured.

Company A suffered no casualties during the day.

Company B: Company B was charged with the engineering work in the advance for the purpose of consolidating positions, if necessary, and for any other engineering work that might arise. They were also charged with preparing crossings over the La Selle River for the passage of the Artillery.

Reference to orders attached shows that the details attached to the Infantry were first attached to the 59th Brigade and when the 60th Brigade passed through the 59th Brigade they were to join the 60th Brigade.

For these tasks, the following assignments were made: Lieut. Kornfeld, with one platoon, was attached to the 117th Infantry and Lieut. Marrian with one platoon was attached to the 118th Infantry. Captain Winthrop remained with 59th Brigade Headquarters as Engineer Liaison Officer with supervision over the work of these two platoons. Lieut. Marrian was severely wounded in the afternoon and died of wounds in the evening. Other casualties were two killed and four wounded. Lieut. Jennette was sent to take charge of the platoon when Lieut. Marrian was wounded. Sergeant Charles A. Speas was one of the wounded. He was evacuated to hospital and died of wounds October 25th. He had been appointed a Second Lieutenant, per GHQ order, but notice of this appointment was not received until just prior to his death.

Lieuts. Trescott and Jennette with the 1st and 4th platoons were assigned the tasks of making crossings over the La Selle River. This detail reported to Major Kelly of the 54th Australian Artillery Brigade at Q 19 d 8.3 and carried with them three wagons loaded with 2′ x 8″ x 12′-0″ timber and one wagon loaded with tools. About 0830 hours the platoons moved to St. Souplet where they were left while the officers, with Major Kelly, reconnoitered the river for a crossing. It was decided to bridge the river at Marsh Mill W 4 c 9.6, even though this was slightly North of the Northern divisional boundary. Shelling was too heavy for work to begin at once. While waiting for shelling to decrease, five pieces of 14″ x 14″ x 24′-0″ timber were found nearby which greatly simplified the work of construction. At 1230 hours shelling diminished and the bridge was constructed, though under considerable shell fire. Four pieces of 14″ x 14″ x 24′-0″ were used for stringers, spaced 3′ 8″ center to center. 3″ x 8″ x 12′-0″ was used for decking and side rails. The span of the bridge was 12′-0″ and was four feet clear above the water. The bridge was completed in one hour and forty minutes, the Australian officer complimenting the men on their work and stating it was the best he had seen. On this work six men were gassed and evacuated.

Company C: To Company C was given the task of furnishing details to the Corps water supply officer for establishing water points in the St. Souplet Valley, the care and administration of the Engineer dump, which was carried out as follows:

Lieut. Hamilton had one detail of one and one-half platoons and Lieut. Cilly was in charge of another detail of one and one-half platoons. With these two details were six lorries and twelve wagons loaded with water supplies. These details reported to Captain C. R. Humphreys, Corps Water Supply Officer. On account of shell fire, these details were held up outside of La Haie Menneresse from 0900 hours until 1400 hours, when the shell fire diminished and Lieut. Cilly with his detail moved out toward St. Souplet and

Lieut. Hamilton with his detail toward Molain. Lieut. Hamilton unloaded his supplies about 500 yards North of Molain and erected 50 feet of horse trough on the West bank of the river. Lieut. Cilly got into St. Souplet and unloaded his material, but was unable to get any erected.

Master Engineer Pope, with two squads, erected two sterilizer stands at a pond 500 yards North of Becquigny.

Lieut. Thorne with one platoon handled the Engineer dump at V 22 d 7.4.

Lieut. Hill of Company C was in charge of a special detail for building a bridge at W 10 c 2.5. When orders were issued for the attack, only such bridges as the Artillery Officer, Major Kelly, directed be built were to be constructed. However, on October 16th Major Cothran, commanding the First Battalion, overheard a British Brigadier General of Artillery asking for a bridge for heavy artillery at W 10 c 3.4. Major Cothran promised to have one built. All platoons of his battalion had been given definite tasks for the 17th, so he called upon the 2nd Battalion, but only to find that they also had definite orders in regard to their tasks. The problem was overcome by Major Cothran by organizing a detail of about three squads from Battalion Headquarters, A and C Companies, and putting Lieut. Hill in charge. The above reports show the result of the work of this detail.

Second Battalion

By reference to orders regarding the attack to-day, it is seen that the Second Battalion was assigned the tasks: 1st, of opening up the roads close up to the advancing Infantry, making these roads fit for horse traffic, locating and removing mines, locating craters, making byways around the same, directing traffic accordingly, and removing obstacles encountered; 2nd, the task of opening up these roads and making them fit for double motor traffic and maintaining them in good condition, and 3rd, the battalion was to furnish the Division Engineer Reserve Troops.

Three sets of roads were designated as the ones to be opened up and kept in repair. Reference to map (*Plate II*) shows these roads tinted in the color according to their names, and also shows their locations. One, the Red road, running from V 11 c 5.3 to V 18 d 3.9 to La Haie Menneresse to St. Martin-Rivere to l'Arbre De Guise to Mazinghein to Catillon.

One, the Black road, running from Busigny to Vaux Andigny to Molain to W 16 d 3.8 and from Ribeauville to Mazinghein to Rejet de Beaulieau to Catillon.

One, the Blue roads, consisting of four roads, connecting the Red and the Black roads as follows: (a) from La Haie Menneresse to Vaux Andigny, (b) the connecting road in Molain, (c) from l'Arbre de Guisse to Ribeauville, and (d) from R 28 d 5.1 to Rejet de Beaulieau.

The same system for reports was to be used as previously.

Zero hour 0520 found the following dispositions of the 2nd Battalion:

Battalion Headquarters at V 9 d 8.8.

Company D "standing to" in camp at V 15 d 5.5, awaiting orders to move forward on Black road.

Company E had two platoons under Lieut. Phillips at V 24 a 1.8 on Black road and two platoons under Lieut. Patton at V 18 d 4.9 on Red road to follow the infantry advance and open the roads to H. T. Company F was "standing to" at camp V 15 d 6.7, awaiting orders to move forward on Red road.

The following reports sent through the Battalion Headquarters will best show the work accomplished during the day on these roads:

0710 hours: Major Lyerly reports: "Company E has been sent forward behind the advancing Infantry to keep open the roads for horse drawn traffic. Companies D and F are the two companies held in reserve to open roads for double motor traffic. These two companies are standing by at their camps awaiting orders."

0800 hours: Company E reports from V 18 d 0.6 at 0700 hours: "BLACK Road DMT to A plus 1500 yards. One yard piles of road metal at 50 yard intervals on BLACK road 1500 yards beyond A. RED Road DMT—A to C."

1200 hours: Lieut. R. M. Williams, Company E, reports from W 13 d 4.8 at 0915 hours: "RED Road DMT 200 yards beyond D. No reports on BLACK road." Lieut. R. R. Williams, Company E, reports from W 13 d 4.8 at 1100 hours: "RED Road DMT 300 yards beyond D. BLACK Road DMT—A to C. Infantry held up at River. Roads in very good condition. No obstructions encountered." At 1300 hours from W 14 c 2.7 Lieut. Williams reports: "RED Road DMT—CD 1000. BLACK road DMT—CD. BLUE Road DMT—AB."

1345 hours: Lieut. D. M. Williams reports from BLACK D as follows: "Road O.K. C. to D. Shelling village heavily. Am in road cut and will reconnoiter on as soon as possible, but predict much work which cannot be done now on account of shelling."

1445 hours: Lieut. R. M. Williams, Company E, reports from C on BLACK Road at 1307 hours: "BLACK Road. Small shell holes at A 500 and A 600 repaired. All clear to B. Nothing to prevent MT. Road narrow for DMT, but can be used. Small holes at B and B 1000 need repair, but do not hold up traffic."

1445 hours: The following memorandum sent by Major Lyerly: "Regarding work of Company D and Company F, one message has just been received from detail of Company D on the attached report. At 11:00 o'clock, Company D sent one platoon under an officer for work on the BLACK Road and Company F, one platoon, under an officer for work on the RED Road. As reports show these roads open to double motor traffic, we only sent one platoon for each road for repairing shell holes, etc., that they find and also to make a P R (Personal Reconnaissance) of the roads forward and send back report as to whether to send up the companies for work. As soon as reports are received from these platoons, same will be sent to you. All obstacles and barricades reported have been ordered fixed by Company F, but no report has been received as yet."

1450 hours: Captain Merwin Armstrong reports from V 15 d 5.5, as follows: "Am taking 2nd and 4th platoons to work on BLACK Road in addition to 1st platoon now there. Company D report center will be at BLACK C (W 20 b 5.0). Am leaving 3rd platoon in charge of Master Engineer Rust and will return here to-night."

1450 hours: Major Lyerly sends the following memorandum: "Company E on forward work wishes to know if it will be satisfactory to move the company camp forward for the night and continue work to-night and to-morrow. Also can Companies D and F move forward if work requires. As the RED and BLACK Roads are reported so far for DMT, I will hold balance of D and F for future work. Please advise."

1455 hours: Lieut. D. M. Williams reports from BLACK D as follows: "O K to BLACK E. Am returning."

1507 hours: Lieut. R. M. Williams, Company E, reports from W 14 c 2.7 at 1345 hours: "RED Road DMT to F. BLACK Road DMT—D to E. BLUE Road DMT—D to C. Shelling heavily just beyond working parties."

1515 hours: Major Lyerly reports: "Two platoons of Company F are filling shell holes from B to D, RED Road, and are pushing forward to G. One additional platoon under personal command of Captain Seelye has gone forward on RED Road to push forward RED Road for DMT to H. Captain Armstrong is taking 2nd and 4th platoons Company D to push forward work on BLACK Road, in addition to 1st platoon already on BLACK Road."

1630 hours: Captain Armstrong reports from BLACK Road as follows: "BLACK A 500 DMT, should be scraped; 16 foot Belgian Block. Black A 500, 1200 SMT. Should be scraped; 10 foot Belgian Block. Stone shoulders need repairing, which will allow DMT. No material available. Requires 30 yards stone. BLACK A 1200—B SMT and DHT, 14 foot metal earth. Shoulders worn badly in spots. Material enough to repair. Requires wagon to move. BLACK B-E-SMT and DHT, same condition, no metal available. DMT will put road in worse condition. It is passable, if no more rain."

1730 hours: Captain Merwin Armstrong reports from BLACK D as follows: "BLACK C to D—DMT—20 foot metal; good condition. Platoons have worked fixing drainage and filling small holes from BLACK A 1200 to C."

1800 hours: Captain Armstrong reports from Black E as follows: "BLACK D—BLACK E —DMT—20 feet wide metal surface, in excellent condition. Four tons barbed wire in road at W 20 b 7.4."

1830 hours: Lieut. Patton, Company E, reports at 1500 hours: "Have two squads in ST. MARTIN-RIVERE removing débris and filling shell holes. Heavy machine gun fire East of ST. MARTIN-RIVERE. Bridge over LA SELLE River not completed." Lieut. Phillips, Company E, reports from W 16 b 5.5 at 1430 hours: "Working parties well forward." Lieut. R. M. Williams, Company E, from W 14 c 2.7, reports at 1630 hours: "No further road metal or timber found."

1630 hours: Major Lyerly reports: "Captain Seelye reports to these headquarters in person at 1820 hours that he is using all available men in his company to scrape mud from RED Road A to B.

This part of road, while there are no shell holes or craters, is narrow and slippery, and much transport is in ditches. He will work two platoons on this portion of RED Road until midnight. Balance of RED Road to E is in good shape."

1900 hours: Major Lyerly reports: "BLACK Road is reported to-night as follows:

"A to A 500—16 foot Belgian Block.
A 500 to A 1200—10 foot Belgian Block.
A 1200 to C—14 foot Metal Road.
C to E—20 foot Metal Road.

This road needs some repairing, which will be done to-morrow. It is now open DMT to E—DMT in wet weather will cause this road to get in worse condition. If it does not rain, it will stand DMT, otherwise during wet weather I would recommend only SMT."

1930 hours: Lieut. Sill, Company F, reports at 1500 hours: "Filling small shell holes on RED Road D 350 to D 450 with brick. RED Road DMT to E. Lieut. Ellicott arrived E and goes forward patrolling circuit CD. Will maintain RED Road A E and circuit C D fit for DMT. Some heavy stuff

falling 100 to 300 yards South of E 150 all afternoon. Tommies report enemy aircraft using machine guns on troops and transports coming up."

No further reports were received from Battalion Headquarters for the day. Following is the work done by the companies of the Second Battalion in carrying out the work reported above:

Company D: To Company D was assigned the duty of opening the Black Road for DMT, and keeping it in condition for this traffic. To accomplish this, one platoon under Lieut. D. M. Williams went to work on the roads at 1400 hours. Captain Armstrong at 1500 hours took two more platoons to work on this road. The road was open for DMT. The other platoon of Company D was held in camp as Divisional Engineer reserve troops. During the day Captain Armstrong reported the following captured stores:

Location	Description	Remarks
W20b7.4	Barbed wire	Four tons on reels
W21a5.8	Steel posts	Ten 12′ 0″ long, 10″ across, latticed
W21a5.8	Steel posts	Eight 12′ 0″ long, 15″ across, latticed

Company E: To Company E was assigned the duty of opening up the roads behind the Infantry so that horse transport could move over them. To accomplish this, the company, already depleted in strength by 60 casualties in previous engagements, was divided into two details: One under Lieut. Patton followed the Infantry on the Red Road, and the other under Lieut. Phillips followed the Infantry on the Black Road. Lieut. R. M. Williams in command of the company maintained a company headquarters and message center first at V 18 d 0.6, then at W 13 d 4.8, then at C on Black Road and finally at W 14 c 2.7, and sent reports as listed above. The company opened all roads to horse transport as ordered and suffered in casualties four men seriously wounded.

Company F: To Company F was assigned the duty of opening the Red Road to double motor traffic and maintaining it in good condition. Three platoons of the company were put to work at 1500 hours on this work, Lieutenants Sill, Ellicott and McLeod being in charge of the platoons. One platoon, which was being held as Divisional Engineer Reserve Troops, was sent with tool wagons to Bohain, where they worked on proposed Division Headquarters. They returned to camp at night.

Engineer Train: The Engineer Train furnished twelve wagons for the Corps Water Supply Officer which transported the water supplies. It also furnished two wagons that were loaded and kept at the Engineer dump as a mobile Engineer dump. They also moved up the tools and supplies as ordered by C. O. 1st Battalion.

Headquarters Company: The detail from Headquarters Company continued the work on the Divisional Prisoners of War Cage. Master Engineer Jewell was engaged at Regimental Headquarters on progress road maps and recording wells and captured materials. Other details were engaged in making signs, hectographing and blue printing as well as map making and preparing report blanks.

On the evening of October 16th Lieut. Warfield with all available lorries, seven in all, went to the lumber dump at Bohain and loaded these lorries, using details from the platoon of Company C on the Engineer Dump, preparatory for bridge and road work on the 17th. These lorries did not return until the evening of the 17th, when it was found every driver and assistant had been gassed; all had to be evacuated.

Engineer Band: The Band reported at 0700 hours to the Division Surgeon at the main dressing station, Montbrehain, with the unconsumed portion of the day's rations and two days' rations additioinal. They were sent to the M.D.S. at Bohain, where they were engaged as stretcher bearers around the M.D.S.

General

All reports received were immediately relayed to G-1 and the Chief of Staff and telephoned to the Corps Engineer.

While the attack was successful and the Infantry advanced, they did not reach their objective, and the 60th Brigade did not go through the 59th Brigade, as the 59th Brigade failed to reach its objectives. Consequently, orders were issued for the 60th Brigade to relieve the 59th Brigade in the line on the night of October 17th-18th. This was done and the attack ordered continued on the morning of October 18th with Zero hour 10 minutes later or at 0530 hours.

The Regimental Commander returned to Regimental Headquarters (and Division Engineer Office) from Road Report Center at 1830 hours.

Operation Orders No. 7 were issued from Regimental Headquarters as follows:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 17, 1918.

OPERATION ORDER
No. 7

1. The 30th Division will continue the attack, begun to-day, on October 18th.

2. The same dispositions and instructions will be enforced as were issued in Operation Orders No. 6, except such changes as may appear in the following disposition:

First Battalion:

(a) One company less one platoon will continue work with the Corps Water Supply Officer, if needed, otherwise they will be used in construction dry weather horse transport track from BUSIGNY to the river, running approximately 50 yards on either side of the RED Road.

(b) One platoon will continue in charge of the Engineer Dumps with the officer in charge of the platoon working under the Stores Officer.

(c) One company will continue on the advance water, booby-trap and mine reconnaissances, the same as to-day.

(d) Two platoons will continue with the 14th Australian Artillery Brigade. When the Artillery has crossed the LA SELLE River these platoons will report to the Battalion Commander.

Second Battalion:

(a) The Second Battalion will continue the work on roads in the same manner as to-day, except that two platoons will be held in reserve. All road materials available will be used.

The Engineer Train:

(a) The Engineer Train will haul road material and timber as directed by the Battalion Commander, Second Battalion.

3. Company Camps will be moved forward as necessity may require.

4. Reports will be sent to Division Engineer's Office, MONTBREHAIN, at 2000 to-day, and until 0800, October 18th. After 0800, October 18th, reports will be sent to the Road Report Center, same as to-day.

By order of Lieutenant-Colonel Pratt.

WILLARD P. SULLIVAN,
Captain, Engineers, U. S. A.,
Adjutant.

Distribution:
1-II Corps Engineer, American.
1-1st Battalion, 105th Engrs.
1-2nd Battalion, 105th Engrs.
1-C. of S., 30th Division.
1-G-1, 30th Division.
1-Engineer Train, 30th Division.
1-R. C. O.

The casualties reported for the day were: Killed, officers, 2; other ranks, 2. Wounded, officers, 0; other ranks, 26.

OCTOBER 18TH, 1918—FAIR

The line fell back during the night and the 60th Brigade relieved the 59th Brigade. The attack was continued at 0530 hours, with the 60th Brigade attacking. The artillery used the 132-minute Barrage line for the new Barrage line. (*See barrage map Plate XXXVIII.*)

The attack was launched as ordered and the line advanced in the early morning. On our right there was no advance by the British and fire from the right together with counter-attacks brought the line back again about 0900 hours to within a few hundred yards of the jumping-off line in the morning. The fighting was severe and casualties heavy. In the afternoon the British on our right attacked at the same time as our front and the line again advanced, but against very stubborn resistance.

Orders were received in the morning that Division Headquarters would move to Bohain at 1300 hours. Everything was prepared for the move, even to loading the office supplies in a lorry, when later orders were received countermanding the order to move.

On account of the slow advance there was not a great deal for the Engineers to accomplish other than the improvement of roads, which was done.

Lieut. Colonel Joseph Hyde Pratt received notice of his appointment to Colonel and assignment to present duty. At 0800 hours he went to the advanced headquarters, the Corps Road Report Center, where he remained during the day.

The reports sent to the Road Report Center through each Battalion Headquarters show the work accomplished during the day.

First Battalion

With headquarters at the same location, V 22 d 8.4, the First Battalion sent the following reports:

1020 hours: Captain Brooks, Company A, reports from W 10 a 7.3 at 0915 hours: "Nothing to report. The Huns put on a counter attack and our line pulled back to road W 6 b 7.8—X 7 c 9.6. Above information from Infantry officers."

1200 hours: Lieut. Hill, Company C, reports from W 10 a 8.9 at 0930 hours: "Will get detail from Company C working near here and carry on."

1010 hours: Colonel Pratt, Regimental Commander, sends message from V 21 d 2.6: "There is but little to report. Work started satisfactorily. Send word back by Callum (runner) what time you expect to leave MONTBREHAIN, also find out what time the Division Headquarters, *i.e.*, G-1, C of S, G-3, etc., will move. Captain Humphreys and Captain George have just gone out on the water supply work in ST. SOUPLET Valley."

1135 hours: Lieut. Baldwin, Company A, reports from W 21 a 3.6 at 1020 hours: "I have been in MOLAIN. It was well shelled last night but is fairly quiet this morning. Intelligence Officer, 119th Infantry, informs me that 59th Brigade fell back a little last evening to approximately line W 6 a 8.0—W 12 c 7.3. Line at about 0930 hours this morning was halted at W 6 a 8.0—W 6 d 3.0, thence South along dotted road. English on right pushed out a little last night but not this morning and fire from the right is bothering our line. Was at 117th, 2nd Battalion Headquarters at MOLAIN. They have a 1st Lieutenant in command and two 2nd Lieutenants and perhaps 200 to 300 men left. 'Boche' are Saxon Marines and fighting well. Will remain here at present."

1245 hours: Captain Brooks, Company A, reports from W 10 a 7.3 at 1115 hours: "Nothing to report. Held up by shell fire."

1345 hours: Lieut. Jennette, Company B, reports at 1200 hours: "I am going to ST. MARTIN-RIVERE to see bridge. Am leaving platoon at Company Headquarters. Nothing of importance has happened."

1400 hours: Lieut. Kornfeld, Company B, reports from W 20 c 6.9 at 1200 hours: "Show started on our Right. Have inspected MOLAIN. It is impossible to proceed further at this time. Will remain here until show is over or orders received from 119th Infantry."

1625 hours: Captain Brooks, Company A, reports from W 10 a 7.3 at 1315 hours: "Nothing to report."

1500 hours: Lieut. Hill, Company C, reports from W 10 a 8.4 at 1330 hours: "Will go to W 10 c 3.4 and strengthen bridge as per order."

1640 hours: Lieut. Jennette, Company B, reports from W 14 b 6.9 at 1600 hours: "Colonel says for us to move to MENNERESSE, W 14 a 4.8. Please send rations there; I have thirty-seven men."

1635 hours: Lieut. Hill, Company C, reports from W 10 c 9.5 at 1610 hours: "Bridges finished, W 10 a 8.4 will carry 15 tons, W 10 c 3.4 will carry 10 tons. Artillery, extra heavy, now using MOLAIN bridge."

The work done by the companies of the 1st Battalion as reported above by companies is shown below, together with reports on water supply.

Company A: On account of heavy shell fire and practically no advance by the Infantry, there was no work done by the details assigned to search for "booby-traps," mines, etc. The detail under Lieut. Baldwin continued work on repairs to and testing wells and sent in the following report at the end of the day:

Location	Description	Remarks
W10c3.4	La Selle River	Good clean water at this point. Tested 1 scoop
W16c10.85	Cold water baths	Boche cold water baths. Large hand pump worked by two long levers 180 degrees apart. 100 cubic feet storage tank on first floor. About 10 spray holes overhead. Pipe in basement. One tub on first floor. Dry heat delouser. Commodious dressing room. Everything in shape to use.
W15d5.3	Dug well	15 feet of water. 60 feet to water. Has windlass. Tested 1 scoop O. K.

Company B: The platoons that were attached to the 117th and 118th Infantries on the 17th reported to commanding officer of 119th and 120th Infantries at 0500 hours, 30 minutes before Zero hour to-day. Lieut. Jennette was in command of the platoon with the 120th Infantry, Lieut. Marrian having been wounded on the 17th from which wounds he died at M.D.S. Bohain about 2100 hours, October 17th.

The two platoons that worked on artillery bridges on the 17th, having completed their work and having been discharged by the 14th Australian Artillery Brigade, remained in camp subject to call. These platoons dug latrines and worked around company and Battalion Headquarters.

Company C: One platoon of Company C under Lieut. Thorne, remained at the Engineer dump at V 22 d 7.4 in charge of the same.

One detail under Lieut. Hill, from Company C, strengthened and made fit for heavy artillery the bridges rebuilt and repaired under Lieut. Hill on the 17th.

The remainder of the company were engaged under Captain Humphreys, the Corps Water Supply Officer, in putting in horse troughs and stands for sterilizing lorries and making reconnaissances for water points along the La Selle River between Molain and St. Souplet. Lieut. Hamilton with one and one-half platoons erected six horse troughs at point about 500 yards north of Molain, hauled brick from demolished buildings and built tracks ten feet wide around troughs. They also built approaches from the road so that traffic would not be interrupted. Lieut. Cilly with one and one-half platoons erected four horse troughs on the east bank of the La Selle River at W 4 a 8.8 and built standings with brick hauled from demolished buildings in St. Souplet. They also constructed a sump at a spring at W 4 d 3.4 and built a road for water carts to and from refilling point to be erected at W 4 d 3.7.

Second Battalion

The Second Battalion, with Headquarters at the same place V 9 d 8.1, continued work on roads as outlined for the 17th, except that one platoon of Company F was sent to Bohain to report to Captain Hay of Headquarters Troop to prepare Division Headquarters.

As the Red road from A to C and the Black road from A to B, on account of the continuous bad weather, were beginning to give way under the great volume of continuous heavy motor traffic, it became necessary to keep details from Companies D and F on this part of each road almost constantly repairing and building up same with stone metal and timbers. By these methods these roads were kept open for all kinds of traffic.

Stone metal was gathered from the railroad sidings and hauled to the road by wagons from Engineer Train. The timbers were gathered off the captured German dump and hauled to the road by lorries.

The following reports on the day's work were sent from Second Battalion Headquarters during the day:

0900 hours: Captain Merwin Armstrong reports from Vaux Andigny, W 20 a 5.0, as follows: "1st Platoon under Sergeant McLean at billets in reserve. Lieut. Williams' platoon leader on reconnaissance of BLACK Road through 9th Corps Area. 2nd Platoon filling holes and draining BLACK A to B. 4th platoon filling holes and draining BLACK B to C. 3rd platoon filling holes and draining BLACK C to E.

1230 hours: Company E reports at 1000 hours: "Heavy shelling on road at W 11 a 0.8. Four men wounded, two severely and two slightly. From observation, RED Road is fit for HT to H, BLUE Road for HT from E to F. Detail is now working on these roads."

1201 hours: Captain Seelye, Company F, reports at 1105 hours: "RED Road DMT from A to D. Patrols on RED BE and circuit BLUE A B. DMT to G and SMT to G 300. ST. MARTIN'S barricades cleared for SMT through town." Captain Armstrong, Company D, reports from Vaux-Andigny at 1105 hours: "Continuing work on roads. Following Engineer materials reported:

Location	Description	Quantity	Remarks
W10c9.2	Cinders	60 tons	
W20d2.3	Drain tile	32	12 inch drain, 4 feet long
do.	Hardwood	24 logs	6 inches to 12 inches diameter, 12 feet to 24 feet long
do.	Tar paper	4 rolls	
do.	Railroad ties	8	Sawn
	Duckboards	40	4 feet long

1400 hours: Captain Seelye, Company F, reports at 1100 hours: "Maintaining RED Road D M T, A to E."
At 1155 hours Captain Seelye reports: "Maintaining RED Road DMT to G. SMT to G 1500."
Captain Armstrong, Company D, reports from Vaux Andigny at 1300 hours: "BLACK Road DMT from C to E. Filled nine shell holes in morning. BLACK Road A to B 1200, on account of shell holes and ruts, fit only for SMT. Working on ruts and shell holes to make fit for DMT. BOHAIN-VAUX-ANDIGNY Road DMT."
Lieut. Williams, Company E, reports from W 10 a 8.8 at 1200 hours: "RED Road F to G-SMT. Bridge at W 10 c 4.4 constructed for SMT. Barricade at W 10 b 4.9 removed yesterday afternoon. All other barricades and obstacles have been cleared. RED G.H. SMT. Impossible to work on any roads beyond W 5 d 0.3. All under direct enemy observation and any movement draws artillery and machine gun fire. Railroad bridge at W 5 c 5.6 blown in.
"Names of men wounded this morning in Company E: Privates Maranville and Talbert severely wounded; Sergeant Buckner and Corporal S. L. Johnson slightly wounded."

1515 hours: Captain Seelye, Company F, at W 18 d 8.9, reports as follows: "Fourth platoon maintaining RED Road A to D, patrol report RED D to E. DMT., Circuit A B is DMT. No other changes since last report."

1700 hours: Lieut. Williams, Company E, reports from W 10 a 8.8 at 1400 hours: "Lieut. Phillips holding two squads at W 5 d 0.3 waiting on Infantry to advance so they can go over BLUE Road E to F. Still shelling ST. MARTIN-RIVERE and RED Road F to F 500."

1700 hours: C. O. Company D reports from Vaux-Andigny at 1400 hours: "Work continuing on BLACK Road, filling shell holes."
Captain Seelye, Company F, reports at 1335 hours: "Work being carried on on RED Road. Road is being revetted A to B to widen road and prevent caving. Bridge at ST. MARTIN not safe for DMT. Condition is being remedied."

1700 hours: Captain Seelye, Company F, at W 18 d 8.9 reports as follows: "Eight wheelbarrows arrived at A 500 from Lieut. Warfield. The road timber is wanted; we want three wagon loads if possible. RED Road A C now SMT., as M.P's only allow lorries to go in a Westerly direction. HT

allowed to proceed either direction. Fourth platoon maintaining RED Road A E, Circuit A B."

1900 hours: C. O. Company D, from Vaux-Andigny at 1630 hours, reports: "Road from BECQUIGNY to VAUX-ANDIGNY through V 23 and 24 and W 25 has been metaled and is largely in good shape for SHT. Artillery ammunition trains could be diverted through it after one day's work by 50 men. It has twelve shell holes and 200 yards of bad road. Would require ten teams hauling stone from railroad ballast and 50 men to repair same in one day. Road from V 23 c 5.6 to V 24 a 0.8 is in almost impassable condition, and is being used constantly by artillery transport. It is earth and can be repaired with brush and corduroy. Suggest you examine same as amount of traffic indicates its importance."

1920 hours: Captain Seelye, Company F, at W 18 d 8.9, reports as follows: "Road W 10 a 9.2 to W 23 b 2.7 is SMT. RED Road A-G 2000 is DMT. Circuit CD is DMT. Lumber not received at A 500 up to 1800 hours' time. Wheelbarrows received. M.P's have made RED A B, SMT. Unnecessary as road is in good condition for DMT. with intelligent operation. If timber is received early to-morrow morning, curbing should be completed before night."

C. O. Company D reports from Vaux-Andigny at 1700 hours: "Second and fourth platoons worked until 1700 hours on BLACK Road A 1200 to C; filled 15 shell holes, numerous soft spots, widened road with material available, and drained it. Third platoon worked until 1700 hours on BLACK Road C to E, filling eighteen shell holes and worked on drainage. Road reconnaissance made as previously reported; BLACK Road A to B 1200—BLACK Road B 1200 to E—DMT. BLACK Road E to W 24 central SMT (metal 14′ wide). BLACK Road W 24 central to W 18 d 5.0, SMT (metal 14′ wide). BLACK Road condition on to F apparently SMT (Not yet patrolled)."

Lieut. R. M. Williams, Company E, reports from W 20 d 3.9 at 1730 hours: "No work done to-day. Last report on Infantry received about 1400 hours was that they were back in the same position as last night. Impossible to go beyond W 5 d 0.3 on road. RED Road F G-SMT. Two lines of traffic cannot pass between W 10 c 4.4 and G. Bridge will only accommodate one line of traffic."

The work by companies was as follows:

Company D: Company D had three platoons on work on the Black road as reported above. One platoon, the second, worked all day on Black road from A to B filling holes with stone and draining the road to prevent the road becoming impassable. The other platoon was held in camp as Divisional Engineer Reserve Troops, but were not called upon for any duty. On a reconnaissance ahead of the work Lieut. Williams got ahead of the Infantry on our right and found himself in the enemy lines. He managed, though fired on, to return safely. Company D moved from Busigny to W 20 a 5.0.

Company E: Company E was prepared to carry on the same work as on the 17th, using all available men on the details for opening the roads behind the Infantry for single horse transport, but on account of the slight advance and heavy shell fire were unable to work. Company E moved from Busigny to Vaux-Andigny, but were unable to advance on account of the Infantry being held up.

Company F: Company F, in addition to having three platoons engaged in road work on the Red road, had one platoon at work in Bohain on what was to be Division Headquarters, but Division Headquarters never moved forward of Montbrehain. The company moved from Busigny to V 18 d 8.9. The 4th platoon of Company F salvaged all available timber and worked all day revetting Red road from A to D, thereby widening it and preventing caving from the heavy traffic.

Headquarters Company: Details from Headquarters Company continued work on prisoners of war cage, maps, hectographing and sign painting. Seven of the lorries attached to Headquarters Company which had been used for hauling timber on the night of the 16th and on the 17th were idle to-day on account of the drivers having been gassed and evacuated. They were either gassed during the night of the 16th while asleep or drove through a gassed area without knowing it. When they returned on the 17th all showed the effects of being gassed in their eyes, which were badly swollen and puffed out.

Engineer Band: The Band continued work at the M D S at Bohain as stretcher bearers.

Engineer Train: Wagons from the Engineer Train were employed in hauling materials for the details at work on Corps Water Supply in the St. Souplet Valley and road materials. Two wagons were held loaded as a mobile dump.

Engineer Dump: Following is report from Engineer Dump at 1200 hours, October 18th, at V 22 d 7.4 of supplies on hand:

1,178	Picks
1,715	Shovels
19,975	Sandbags
10	Water signs
30	Tracing tape, 50-yard rolls
45	Wire cutters, pairs
2	Barrels
50	Camouflage yards
4	Windlasses
1	Gas cloth roll
1,800	Duckboards, 4′ long
65	Pounds nails, 4″
30	Pounds nails, 3″
25	Pounds nails, 1″
3	Horse troughs, canvass
1	Jack, 20-ton
7	Pumps, diaphragm, force
4	Tanks, 100-gal., round
50	Crosses
5	Axes
52	Hand axes
20	Saws, cross-cut
45	Saws, hand
40	Hammers, hand
9	Tapes, 50′
8	Tar paper rolls
1	Chain tong
1	Black paint, pint
10	Red paint, gals.
2	Wire netting, ½″ mesh, 36″
50	Pick handles
200	4″x4″—12′ long pieces lumber
100	4″x4″—14′ long pieces lumber

There is a good amount of lumber in small sizes, 2 x 2, 1 x 1, etc., on dump.

Casualties reported for the 18th were: Killed, 0; wounded, 31. Twenty-seven of the 31 wounded were gassed only slightly, but evacuated.

OCTOBER 19TH, 1918—FAIR AND COLD

The attack which had made progress in the afternoon of the 18th was continued on the morning of the 19th with the Engineers continuing the work as on the 17th and 18th.

The regimental commander, Colonal Pratt, again went forward to the road report center where he remained during the day and returned to Montbrehain at 2030 hours.

The Regimental Adjutant, Captain Sullivan, was sent to Corps Headquarters to take over the work of the Corps Water Supply Officer, Captain C. R. Humphreys, who was ordered back to the Regiment. This assignment was to be only temporary until an officer from the 102nd Engineers was available for the work.

As the advance since the 17th had been over such a distance, companies that did not move forward on the 18th had to move up to-day.

The Warning Order issued was as follows:

HEADQUARTERS 30TH DIVISION
AMERICAN EXPEDITIONARY FORCES
FRANCE

TELEGRAM October 19, 1918.

Warning Order

109/G3 19/10/18

This Division will be relieved night 19th/-20th October by First British Division aaa 59th Brigade will remain in close support until approach support troops aaa Brigade upon relief will assemble in vicinity ST. SOUPLET, thence road march to BUSIGNY and BRANCOURT areas, 60th Brigade and 113th Machine Gun Battalion to BUSIGNY and vicinity, 59th Brigade to BRANCOURT and vicinity aaa Road Crossing O 34 c 4.9 will be cleared by 1200 October 20th aaa ROAD VAUX-ANDIGNY—MOLAIN—ST. MARTIN-RIVERE — ST. SOUPLET reserved for British troops aaa Troops will be conveyed from BRANCOURT by light railway to ROISEL, then by broad gauge to detraining point, probably on 20th inst. aaa Transport probably go by road march aaa Organizations submit entraining strength to G-1 at once, deducting transport aaa Acknowledge aaa LEWIS.

Orders were also received during the day to the effect that the Engineers were responsible for the proper signing of roads and tracks and the following memorandum was issued:

MEMORANDUM TO BATTALION COMMANDERS:

1. The 105th Engineers are responsible for proper signing of roads and tracks not already signed in the following area:

Between Southern boundary of Corps and BUSIGNY—LA HAIE MENNERESSE, ST. SOUPLET Road exclusive, and including main road BUSIGNY to BOHAIN.

2. The First Battalion will see that roads within the boundary west of the grid line between W 13, 14, 19, 20, 25, 26, e.1.2 are properly signed.

3. The Second Battalion will be responsible for the proper signing of the roads and tracks East of line mentioned above.

First Battalion

The reports sent in from the Battalion Headquarters during the day were as follows:

1040 hours: Captain Brooks, Company A, reports from W 10 a 7.3 at 0915 hours: "Our line has advanced about 1500 yards. Am pushing on, and moving Company A to this place."

1135 hours: Lieut. Baldwin, Company A, reports from Molain at 1030 hours: "Line is advancing beyond RIBEAUVILLE. Machine guns along road leading Southeast from MAZINGHIEN giving some trouble. WASSIGNY and WASSIGNY WOODS taken by 16th British Brigade. Cavalry unofficially reported two miles in front of WASSIGNY. I am moving toward RIBEAUVILLE soon."

1310 hours: Captain Brooks, Company A, reports from W 11 b 6.2 at 1115 hours: "Removed mine from church steeple at ST. MARTIN-RIVERE, W 10 a 7.8, 300 pounds dynamite. Removed mine from under bridge at W 11 b 5.2, 300 pounds dynamite."

1535 hours: Captain Brooks, Company A, reports from X 2 c 4.3 at 1315 hours: "Removed 75 demolition charges along railroad from W 11 b 4.2 to W 11 d 6.0."

1635 hours: Lieut. Baldwin, Company A, reports from W 12 a 1.9 at 1200 hours: "Stopped here for lunch. RIBEAUVILLE is shelled some, but I am going in."

1640 hours: Captain George, Company C, reports from Busigny at 1640 hours: "Five horse troughs erected and brick standings made at MOLAIN, W 16 a 2.6. Pumps in place and troughs full of water."

1745 hours: Lieut. Hill, Company C, reports from V 21 d at 1700 hours: "Have finished strengthening bridge at W 10 c 3.4 and W 10 a 8.4. Both bridges have signs on. Six-inch navals passed over W 10 c 3.4 at 1400 hours."

1930 hours: Captain Brooks, Company A, reports from W 10 a 6.6 at 1800 hours: "There is a shaft sunk under railroad crossing at W 5 c 4.7 that should be filled. It is about five feet by six feet and ten feet deep and now covered with three by eight timbers. Will carry on with work of reconnaissance for mines, traps, etc., and fill a few shell holes near here unless I receive further orders."

2000 hours: Captain Winthrop, Company B, reports from V 18 d 7.0 at 1910 hours: "I understand we will be relieved to-night by 2nd Brigade British. I am reporting now to the R. E., who relieves me. Will not mention the Engineer dump, as I expect the train will take the tools up to-morrow. Will send you a runner later when I am relieved by C. G. of the 60th Brigade. Will assemble my company at W 20 a 4.0 (where Trescott is located). Work report accompanies this report. Tracks completed."

Following is report by companies on the day's operations:

Company A: Company A continued the work as on October 17th and 18th with two officers, Captain Brooks and Lieutenant Taylor, and forty men on reconnaissance for mines and booby traps. They were able today to examine the railroad from W 11 b 4.2 to W 11 a 6.9 and along roads from St. Martin-Rivere to l'Arbre—Guernon—Ribeauville, Ecoielon and Mazinghien and from l'Arbre—Guernon to Mazinghien. The result of their search is reported in above reports and consolidated below:

Location	Size of Charges	Remarks
W10a7.8	300 lbs. dynamite	Removed from church steeple
W5c9.5	75 charges	Removed from railroad.
W12d3.0		Railroad thoroughly demolished
W11b5.2	300 lbs. explosive	Removed from bridge
W10b1.9	600 lbs. perdite	In boxes

Lieut. Baldwin with a detail of 20 men from Company A and Lieut. Sigler of the Sanitary Corps with six men continued water reconnaissances close behind the Infantry and sent the following reports on wells at the end of the day:

Location	Description	Depth of Water	Depth to Water	If Windlass	If Pump	Tested	Remarks
W6b7.5	Dug well	25 ft.	25 ft.	Yes		2 Scoops	Well O. K.
W6b7.9					Yes	2 Scoops	Back of building
W6b60.95	Dug well	5 ft.	40 ft.	Yes		1 Scoop	Well O. K.
X7a7.1	Dug well						Head of well knocked off—not tested
X7a5.9	Dug well						Filled with debris—not tested
W6b7.3	Dug well				Yes	3 Scoops	Labeled "for horses only"
W16a2.6					Yes		5 horse troughs and pumps in operation
R32c6.0	Dug well	12 ft.	25 ft.	Yes		1 Scoop	Well O. K.
X2b0.7	Dug well	9 ft.	18 ft.		Yes	1 Scoop	Good place to install all chain pump and horse troughs
W5c8.4	Dug well	5 ft.	75 ft.		Yes	1 Scoop	

Three squads from Company A worked under Lieut. Hill, Company C, strengthening bridges.

Company A moved from V 23 c 2.2 to W 10 a 6.6.

Company B: In the morning the two platoons (1st and 4th) under Lieut. Trescott which had built bridges on the 17th and remained in camp on the 18th, moved to Vaux Andigny W 20 a 4.0 and in the afternoon were engaged in laying out and staking tracks from V 24 b 3.4 to W 16 c 3.5 and from W 9 c 3.0 to W 15 b 0.3 and from W 15 b 0.2 to W 14 d 0.2 which was completed.

The 2nd and 3rd platoons under Lieutenants Hamilton and Kornfeld were attached to the 119th and 120th Infantry Regiments, Captain Winthrop being at the 60th Brigade Headquarters. When the 60th Brigade was relieved in the line by the First Division, 2nd Brigade, British, the Engineers of Company B were relieved by the British R. E.'s and assembled at W 20 a 40.

Company C: One platoon under Lieutenant Thorne continued in charge of Engineer dump at V 22 d 7.4. One and one-half platoons under Lieutenant Hamilton completed the work on water points started by them on the 17th and 18th, completing five water troughs and laying brick standings 100 feet by 10 feet at W 16 a 6.2. One and one-half platoons under Lieutenant Cilly completed the installation of two horse troughs and laying brick standings 100 feet by 10 feet at Q 34 c 5.2, and road for water point at W 4 d 4.8. Two sterilizing stands at Q 28 c 3.3 were also completed. Five men of Company C were with Lieut. Hill on strengthening bridges at W 10 c 3.4 and W 10 a 8.4. The company maintained its camp at V 22 b 5.5.

Second Battalion

Second Battalion Headquarters were maintained at the same place V 9 d 8.1 and the following reports were sent in during the day:

1030 hours: Captain Seelye, Company F, reports at 0820 hours: "Work on RED Road being carried on as on the 18th." Captain Armstrong, Company D, reports from W. 20. a. 5.0 at 0800 hours: "1st platoon on BLACK Road A to B repairing. 2nd platoon on BLACK Road B to C repairing. 4th platoon on BLACK Road C to D patrolling. 3rd platoon in camp W 20 a. 5.0 in reserve."

1100 hours: Lieut. D. M. Williams, Company D, reports from W 20 c 2.9 at 0800 hours: "Work is continuing as on 18th. Four wagons from Engineer Train hauling brick to repair roads." Lieut. R. M. Williams, Company E, reports from W 10 a 8.8 at 0830 hours: "Have sent two squads ahead on RED and BLUE Roads under Lieut. Phillips. Shelling not as heavy in this vicinity. Artillery officer reports infantry advancing and getting along nicely. Total casualties 'E' Company since October 17th, thirty-one."

1200 hours: Captain Seelye, Company F, reports from W 7 d 2.8 at 1155 hours: "Fourth platoon maintaining RED Road C to F and circuit AB-DMT. First platoon improving RED Road through ST. MARTIN-RIVERE, scraping off mud and improving gutters and going forward as fast as possible. Two heavy artillery gun trucks and two half loaded lorries got over bridge at F 300 all right, heavy motor artillery passing. 600 boxes perdite at G 200. Going forward to H. Lieut. Hill nearly completed strengthening bridge and it is O.K. for SMT."

1245 hours: Captain Merwin Armstrong reports from W 20 a 5.0, as follows: "Blue E to F-SMT. Has 12 large shell-holes, numerous small ones. Can be made

fit for DMT as has 16-foot metal surface. Small amount material available for filling. Sending detail to reconnoiter railway and remove mine at bridge, W 12 a 0.0. One platoon and three wagons this P. M. working at V 17 d. BLACK F.G.-SMT. Very muddy over metal, has four shell holes."

1345 hours: Commanding Officer, Company E (Lieut. R. M. Williams), reports from W 6 d 5.5 at 1000 hours: "RED Road G to H-SMT., HJJ.-SMT.
BLUE Road E to F-SMT. Two shell holes RED H. Eight or ten shell holes on BLUE E. 100 along side of road."
Captain Armstrong, Company D, reports from X 13 c 7.6 at 1000 hours: "Front line apparently through MAZINGHIEN. BLACK Road V to W 24 central to X 7 c 9.3 SMT., metalled fourteen-feet wide. Shell holes blocking one-half of road at X 13 a 4.0 and X 7 c 7.6. No craters in RIBEAUVILLE."
Lieut. D. M. Williams, Company D, reports from W 20 a 2.7 at 1200 hours: "First, third, and fourth platoons repairing BLACK Road."

Below is consolidated list of Engineer materials reported by C. O. of Companies D and E.

Location	Description	Quality	Remarks
X13c0.5	Stone	7 tons	2" stone
W18d7.3	Wire (barbed)	40 reels	400 yards per reel
W6b7.5	Camouflage (rolls)	3 rolls	
do.	Timber	200 pieces	2½"x6" to 4"x10"—Dugout timbers
do.	Wire (barbed)	7 spools	Barbed
do.	do.	24 coils	do.
W21c2.8	Stone and chips	60 yards	2" to 1½" stone chips
do.	Stone	12 yards	6" stone
do.	Ties	24	5"x10" 12 feet, sawn
do.	Ties	40	Half round 10" ties, 8 feet
do.	Rails	36	60-lb. rail, 28 feet, unbroken
do.	Rails	1	60-lb. rail, 60 feet
do.	Rails	12	60-lb. rail, 20 feet
W20d9.9	Timber	1,000 R. F.	1"x6"
do.	Timber	500 R. F.	1½"x3"
W6b7.5	Perdite	600 lbs.	

1600 hours: Captain Seelye, Company F, reports from W 7 d 2.8 at 1404 hours: "RED Road G to H DMT."
Captain Armstrong, from W 20 a 5.0, reports at 1400 hours: "Work continuing as previously reported."
"Nothing new to report from Company E."

1800 hours: Captain Merwin Armstrong reports from W 20 a 5.0 as follows: "1st and 3rd platoons filled shell holes and hauled brick to 100 yards along shoulders. BLACK A-A 1200 P. M. Hauled 16 loads stone to shoulders. BLACK A 1200 B. 4th platoon scraped road and gutters, BLACK C-D. 2nd platoon in reserve. Reconnaissance made of BLUE Road and railways.

Request 10 teams to-morrow 0800 at Black A. With men and teams available not sufficient to make impression on widening road."

1800 hours: Lieut. R. M. Williams, Company E, reports from W 20 d 3.9 at 1700 hours: "BLACK Road reported HT. F G H I by persons returning from I. The shelling forward to-day on RED, BLACK, and BLUE Roads has been heavy. Only four squads Company E able to work. There were no casualties in the company to-day."

Captain Armstrong, Company D, reports from W 20 a 5.0 at 1600 hours: "Preliminary report on railway W 25 b 3.6 to X 25 b 8.0 double track for 500 yards, one track taken up and one-half of this taken away. Every second joint of both tracks blown. Road bridge over track at W 22a blown. All switch points blown. A fifteen-foot diameter crater at W 22 a. Two fifty-foot craters at W 22 a, and shell holes for 200 yards about. 300 good saw logs in woods at W 30."

Captain Seelye, Company F, reports from W 7 d 2.8 at 1600 hours: "Company maintaining RED Road C to F and BLUE Road A to B DMT. RED Road DMT to J completing repairs at H."

Captain Seelye reports from same place at 1725 hours: "Private George Fleenor, Company F, has been wounded by H. E. Shell."

1800 hours: Captain Armstrong, Company D, at Vaux Andigny, reports as follows: "On railroad from W 22 c 8.4 to W 24 b 10.70 French Standard Gauge double track.

V 22 d 8.4 to W 25 a 0.6: In fill at V 23 there are three large craters 50 feet across top, and one crater 12 feet across. At fill V 30 there are 16 craters ranging from 14 feet to 16 feet across top, and three craters 60 feet across top. Rails are broken and bent.

W 25 a 0.6 to W 25 b 4.7: Good shape except for occasional shell holes. 15 rails broken.

W 25 b 4.7 to W 20 a 8.1: North track torn up, but rails O.K. South track practically O.K., except for few shell holes.

W 21 a 5.0 to X 25 b 8.0: Seven track yards; all switches blown, and alternate joints between tracks blown. All switches destroyed. Bridge at W 22 a blown. One 50-foot and one 13-foot diameter crater at W 22 a.

X 25 b 8.0 to W 5 b 1.2: 77 good rails, all others blown at joints. 10 shell holes, roadbed otherwise good.

W 24 b 10.70: Blind siding with 60 good 100-pound rails 60 feet long. Railroad sidings mined out but not completed or charged.

W 12 a 0.0: Mined bridge; charge already removed."

1900 hours: Captain Seelye, Company F, at W 7 d 2.8, reports as follows: "Condition of RED Road A B now good for any kind of traffic. M.P.'s are diverting forward moving M. T. through ESCAUFOURT, where road is in far worse shape than RED A B. This is a serious inconvenience to traffic and should not continue. Work will be continued on RED A B curbing ditches with timber. DMT over RED A B moves at night without difficulty when M.P.'s are not present. Road signs have been prepared and will be put up in morning. Three wagons will be used on RED Road. Please have them report to Mr. Sanders at A at 0715 to-morrow morning. The roads forward to I RED are in good shape. The RED

Road is not very wide at any place but can be used for DMT. Circuit E F is suitable for SMT. Other circuits (A B & C D) are carrying DMT. Maintenance and improvement will be carried on to-morrow."

The report by companies is as follows:

Company D: The company, less one platoon which was held in reserve as Divisional Engineer Reserve Troops, was engaged in the task assigned it on the 18th, keeping the Black road open and in condition for double motor traffic. The platoon in reserve was preparing signs for the Black road. Two platoons worked all day on Black road from A to B, building shoulders and widening this road. Five wagons of the Engineer Train were used to haul brick from Vaux Andigny to this portion of the road for this work. Sixteen loads of brick were used.

Company E: The company was engaged in opening the Red and Black roads for single horse traffic behind the advancing Infantry. On account of the heavy shelling, only four squads, two on each road, were able to work.

Company F: The company, less one platoon which was held as Divisional Engineer reserve troops, was engaged in keeping the Red road open and fit for double motor transport. The platoon in reserve prepared signs for the Red road. One platoon worked all day on Red road from A to D revetting the ditches and widening the road; a large amount of poles were used to brace the shoulders of the road. These poles were salvaged from along the road.

Headquarters Company: The same work was continued by Headquarters Company as on the 17th and 18th.

Engineer Band: The Band continued work as stretcher bearers at the main dressing station at Bohain.

Engineer Train: The Train supplied wagons for hauling for the details with the Corps Water Supply Officer, furnished a mobile dump of two wagons loaded with tools, and held the remainder of itself in readiness to move on short notice.

Casualties: One man reported wounded Company F.

OCTOBER 20TH, 1918—RAINING

The 30th Division had been relieved in the line on the night of October 19th-20th. However, the 105th Engineer Regiment, less Companies B and C, which remained in camp, continued the work they had been assigned to for the 17th, 18th and 19th. Companies B and C had completed the duties assigned to them.

Field Orders No. 201, Headquarters 30th Division, October 20th, were received at Regimental Headquarters in the morning. This order called for the Division, less one battalion of Engineers, to move to a rest area. The Division Engineer was assigned the duty of directing the movement for the Engineers, less one battalion. The Regiment, less one battalion, was to arrive at the Tincourt-Roisel Area in time to entrain on October 23rd.

Memorandum orders were sent out which reached the Battalion and Train Headquarters at 1000 hours, ordering all units to assemble in their respective camps and await further orders.

The units were all assembled in their respective camps as follows:

Regimental Headquarters (and Div. Engineers' Office)	Montbrehain (I.1.a.3 0)
Personnel Adjutant's Office	Montbrehain (I.1.a.0.0)
Regimental Supply and Transport	V21d3.5
First Battalion Headquarters	V22d8.4
First Battalion Transport	V21c5.2
Company "A"	W10a6.6
Company "B"	W19b7.1
Company "C"	V22b5.5
Second Battalion Headquarters	V9d8.1
Second Battalion Transport	V15d3.7
Company "D"	W20a5.0
Company "E"	W20d3.9
Company "F"	V18d8.9
Engineer Band	Montbrehain
Engineer Train	V21d8.5

During the morning the work done by the companies was as follows:

First Battalion

Company A: Captain Brooks and Lieutenant Taylor with 40 men searched the roads for mines from R 31 c 1.0 to R 31 d 1.4 to X 2 b 5.8 to R 32 a 8.8 to R 33 c 1.2 and from X 2 b 5.8 to R 33 c 1.2.

A detail of 50 men was engaged in repairing the road from W 11 a 2.7 to W 11 b 4.2.

Lieutenant Baldwin continued with reconnaissance and well repairs with his detail of 20 men through Ribeauville, Ecaillon to Mazinghien.

The following report was made by Lieut. Baldwin on wells:

Location	Description	Depth of Water	Depth to Water	If Windlass	If Pump	Tested	Remarks
X7b6.4	Dug well	9 ft.	40 ft.	Yes		2 Scoops	
X7b9.5	Dug well				Yes		Pump not working, needs repairs. Labeled by enemy "Drinking Water"
X7b9.7	Dug well	10 ft.	25 ft.			1 Scoop	Well O. K.
X8c0.7	Dug well	8 ft.	50 ft.			1 Scoop	Horse trough by well
X2c4.4	Dug well	12 ft.	18 ft.			1 Scoop	Windlass in bad condition
X2c6.2	Dug well	18 ft.	9 ft.			2 Scoops	Good horse water point
X8a0.9	Dug well						Should not be used. Bad odor
X7b9.1	Pond						Good for watering stock
X7c8.7	Dug well	6 ft.	45 ft.			2 Scoops	Needs bucket and rope
X7c9.7	Dug well						Top of well damaged by shell. Rubbish in well

Company A was not assembled until late in the afternoon.

Company B: The platoons under Lieutenants Jennette and Kornfeld that had been attached to the Infantry reported back to the Company in the morning at V 19 b 7.1. The second platoon left X 7 a 7.4 at 0010 hours and marched to Q 33 d 9.8 where they arrived at 0215 hours. They slept here and left again at 0830 hours and arrived at camp at 1130 hours. The company remained in camp resting.

Company C: Company C remained in camp all day resting and awaiting orders. Lieut. Thorne was sick and sent to hospital with influenza, from which disease he died in November.

Second Battalion

The Second Battalion continued work on roads as on previous days and also made arrangements for building a permanent bridge to take the place of the temporary bridge built at W 10 c 3.4. Working parties were out until noon.

The following reports on work and correspondence in regard to the bridge better explains the work of the day:

0752 hours: Captain Seelye, Company F, at W 7 d 2.8, reports: "Maintaining RED Road from F to H. Have no other reports from other patrols or working parties as yet."

0800 hours: Captain Armstrong, Company D, at W 20 a 5.0, reports: "1st, 2nd and 3rd platoons working on BLACK Road at A 1200. One squad patrolling BLACK Road B to E. Fourth platoon, 15 men, in reserve."

0830 hours: Lieut. R. M. Williams, Company E, reports as follows from W 6 b 8.8: "Lieut. Phillips with two squads working BLACK-RIBEAUVILLE to MAZ-

INGHIEN. Lieut. Patton with two squads working RED LE ARBE DE GUIS to MAZINGHIEN. British have taken over from our Infantry."

1000 hours: Lieut. R. M. Williams, Company D, reports from W 6 b 8.8, as follows:
"BLACK—FGHT SMT
RED— HIJ SMT
BLUE— EF SMT
British pioneers working on BLACK FGHI scraping off mud. Shelling heavy East of MAZINGHIEN."

1000 hours: Captain Seelye, Company F, at W 7 d 2.8, reports: "RED Road O.K. to MOLAIN. Curbing road at A will need 450 feet 2" x 8", 100 feet 4" x 4" or something for bracing."

1153 hours: Captain Seelye, Company F, reports from W 7 d 2.8 as follows: "Maintaining RED Road from F to H. Controlling circuit E to F; one shell hole discovered and reported on. RED Road F to H open for DMT. Road signs completed and being sent out. Advance parties report RED Road O.K."

1200 hours: Lieut. R. M. Williams reports from W 6 b 8.8 as follows: "Filled one six-foot diameter shell hole and one three-foot diameter shell hole on RED X 2 b 0.8. Shelling still heavy East of MAZINGHIEN."

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

October 20th, 1918.

MEMORANDUM TO DIVISION ENGINEER:

1. Following report is made on Black road from A 500 to A 1200:

This road is a 10-foot Belgian block road and has no metal or rock foundation under these blocks as far as can be determined. On account of the heavy traffic last night by six-inch howitzers, ammunition lorries, etc., along this road, these blocks have sunk in the dirt and the road is becoming full of holes; also by this continued heavy traffic passing, these blocks are separating, there being no shoulders or curb to hold them in place. We are repairing the holes with brick to-day, which will help this road a good deal, but to make this road permanently a good road, these blocks will have to have a shoulder or curb placed against same. To do this, it will require 5,000 feet of 3" x 6" timber or 125 yards of stone metal. In addition to this, it will require approximately 100 men working for two days putting in this timber or metal. As we have insufficient transport and no metal or timber available; also all available men we have being required along Black and Red roads to keep same repaired in advance of this point, it is requested that this portion of the road from A 500 to 1200 be turned over to rear labor company to be put in proper shape. Unless this is attended to promptly and the weather continues to remain the same as now, this road will be almost impassable before long.

2. Please notify this office your decision.

GEORGE L. LYERLY,
Major, Engineers, U. S. A.

A-270

HEADQUARTERS 105TH ENGINEERS

19th October, 1918—2140.

MEMO. TO C. O. 2ND BATTALION:

You are directed to detail a Captain of your battalion to meet the C. O. 1st Aus-

tralian Tunneling Co. (at V 21 d 8.6) and get from him the plan and specifications of a permanent bridge to be erected over the LA SELLE RIVER on MOHAIN ST. MARTIN-RIVERE road (W 10 c 3.4), just North of temporary bridge just completed.

The Captain will report at Headquarters Tunneling Co. and ask the C. O. for Bridge Officer at 0730 o'clock.

The question of material will be taken up by the Captain detailed with 1st Lieutenant Warfield, Stores Officer.

This runner is leaving the 1st Battalion's morning reports with you. Please deliver them the first thing in the morning.

By order of Colonel Pratt:

FRED D. STAFFORD,
Captain, A. A.

Pursuant to above instructions, Captain Seelye, Company F, was detailed to carry same out and on the morning of October 20th he visited Headquarters 1st Australian Tunneling Company, and secured the proposed plans. He then visited the dump at Bohain and selected the material for erection of the bridge. Report on same was made to Headquarters Second Battalion and arrangements for hauling "I" beams to bridge site were made with the British to haul on pontoon wagons. The following request was then transmitted by Second Battalion Headquarters to Division Engineer:

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

October 20th, 1918.

MEMORANDUM TO DIVISION ENGINEER:

1. It is requested that the following material be hauled by lorries from the Bohain dump to the bridge at W 10 c 4.4 for construction of new bridge:

8 pieces of 8″ x 8″ x 13′.
1 piece 8″ x 8″ x 14′.
500 lineal feet 2″ x 3″ x 12′ timber for flooring.
200 lineal feet 4″ x 4″ x 12′ or longer timber.
200 9″ steel dogs.
200 lbs. of 5″ nails.
200 lbs. of 6″ spikes.

This material has been picked out on the Bohain dump this day by Captain Seelye, who has been directed by this office to build a bridge, and he wishes same delivered to him at the above indicated point to-morrow morning as early as possible by lorries. He will furnish the loading detail to load this timber, and this detail he wants to send to the Bohain dump to pick out the timber which he selected to-day. Please notify this office what time and place this loading detail can get the lorries to go after the timber.

2. The "I" beams he has selected to use in construction of the bridge on the Bohain dump will be hauled in pontoon boat wagons which he has secured by arrangements with the British.

3. Under the present conditions of affairs, please notify this office whether we are to go ahead with the construction of this bridge, as Captain Seelye is anxious to build same since he has arranged all details concerning same.

GEORGE L. LYERLY,
Major, Engineers, U. S. A.

As the regiment was relieved by the First British Division on the evening of the 20th, the plans, lists of materials, and all other information collected for the construction of the bridge were turned over on the morning of October 21st to the 1st Division British C. E.

Company D: The company, less one platoon, worked on the Black road until noon, scraping off mud and filling shell holes. They returned to camp at noon and spent the afternoon resting.

Company E: The company continued on the Red and the Black roads until noon open-

ing them for single horse traffic to Mazinghien and Rejet de Beaulieau. They returned to camp at noon and spent the afternoon resting.

Company F: The company, less one platoon, worked on the Red road until noon and then returned to camp, where the afternoon was spent resting. Details went to Bohain dump and selected material for the bridge.

Engineer Band: The band was not discharged from the main dressing station until 1100 hours. They reported to Headquarters at 1330 hours and went into billets in Montbrehain.

Engineer Train: The Train was engaged in hauling tools and supplies until late afternoon.

There were no casualties on this day.

The withdrawal from the line at this date by the Division proved to be the completion of its activities as a combat organization.

The report by Lieut. Albert L. Rust on demolitions gives some idea of what was encountered by those details searching for mines and "Booby-Traps."

The turning over notes of the Corps Water Supply Officer, Capt. C. R. Humphreys, together with notes made by him on his visits to V British Corps, September 15th to 17th, and while with the Australian Corps Water Officer September 24th and 25th, are interesting.

Copies of these papers follow:

DEMOLITION AND WITHDRAWAL OF DEMOLITION CHARGES BY 2ND LT. ALBERT L. RUST, 105TH ENGINEERS

(A) Observation of Roads Mined by the Enemy

Observing a road that was mined by the enemy, the following was noted: The road was an ordinary corduroy road. In patrolling it I noticed that the guard rails had been pried loose at one point, and that the planks had been recently removed. This was shown by the absence of dirt in the crevices between the boards. In preparing this mine I presume that the enemy raised the guard rails only a sufficient height to permit the boards being slipped out to one side. In the preparation of the charge, box mines about five and one-half (5½) by fourteen (14) by three and one-half (3½) inches were used. Those were so placed as to come directly under the place where the greatest weight of traffic would bear. These boxes were filled with high explosives. On the top of each box was a contact button, which rested lightly against the board when in its original position. Thus, when the weight of a heavy wagon or truck came on this board the connection was made, followed by the explosion. In this particular mine there were four boxes, the center boxes being about three (3) feet apart. This mine had been well prepared, but the enemy showed his haste by not replacing the guard rails properly. Reference is made to figure 1, which shows the manner in which these charges were placed.

It has been found that where roads were mined in villages, the enemy sometimes placed the charges by means of a tunnel leading from the cellar of a nearby house. Preparing a mine in this manner had the great advantage in that the charge could be placed most effectively, and the work carried out without being discovered. In figure 2 is shown one method of preparing these mines. From the cellar a tunnel three (3) feet by two and one-half (2½) feet, leading directly under the road, was dug. This tunnel was framed as the work progressed. After placing the charges, the boards were sometimes removed, and the dirt tamped back into position, thus making the charge more effective. The mine was wired in and was doubtless fired from a magneto. Using this method made concealment easy, as it was impossible to observe the work from the outside.

(B) Observation on Bridges Mined by the Enemy

In mining overhead bridges the enemy used the following method: Holes about (16)

sixteen inches square were cut in the masonry at the most vulnerable points of the bridge. Generally two holes were placed on each side of the bridge; but where the bridge was of a considerable size, the enemy used three or more. These holes were loaded, tamped and wired in on a series. Being fired electrically, the explosions would all occur at the same time, thus causing the maximum amount of damage. For reference see figure 3.

In preparing steel girder bridges for demolition, the enemy placed the explosives on the inside of the girders. A charge was placed on each of the upper and lower flanges, and additional charges strung along the web of the girder between the flanges, as the size of the girder required. On the lateral braces, if made of angles, a charge was placed where the angles crossed. The result of the explosion of charges so placed was to tear the bridge apart. Figures 5 and 6 show the manner of preparing such bridges for demolition.

(c) Observation on the Mining of Dugouts

Reference is made to Figure 4. The enemy generally used the same box mine as illustrated in figure 1. This was placed under a step of the stairs leading down into the dugout. The weight of a single man, coming on this step, was sufficient to make the contact, followed by the explosion.

(d) Observation on the Mining of Railways

The enemy was exceptionally effective in destroying railways. Generally the explosives were placed at alternate joints on each rail. These charges were so placed that the one would blow out and the other in. It is not known what method was used in firing the charges. It is probable that the charges were fired by electric method.

(e) Observation on the Location of Mines

It has been found that in searching railways for mines it is best to have two men to walk along the side of the rails, and two men to walk on the outside and at the bottom of the fills. Thus, with the minimum of men it is possible to locate unexploded charges on the track, and also undermines. This same method can be used in searching for mines along highways.

In examining a bridge for demolition charges it is best not to have too many men standing around. If a mine is discovered the first thing to do is to cut the lead wires as close up to the charge as possible. When it is impossible to remove a charge, or if a place is supposed to be mined, or if there is any reason to be suspicious about the safety of a particular place, a sign should always be put up stating that the place is dangerous.

Albert L. Rust,
2nd Lt., Co. F.

REPORT OF CORPS WATER SUPPLY OFFICER
REPORT OF HANDING OVER BY II AMERICAN CORPS TO IX BRITISH CORPS

Since 2/10/1918 following development of water supply has been made:

Register	The details of the Pumping Stations and water points are shown on the Register Returns, Plate XL.
Bores	If Bores are required, application is made to Fourth Army, who issues instructions to the Water Boring Co.
Fuel and Oil for Pumping Stations	The arrangement existing is for G-4 to be notified when a pumping plant is to be opened and necessary fuel requested.

Fig 1

Showing Corduroy road mined

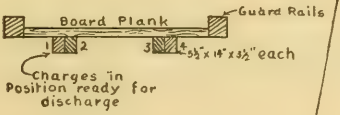


Fig 4

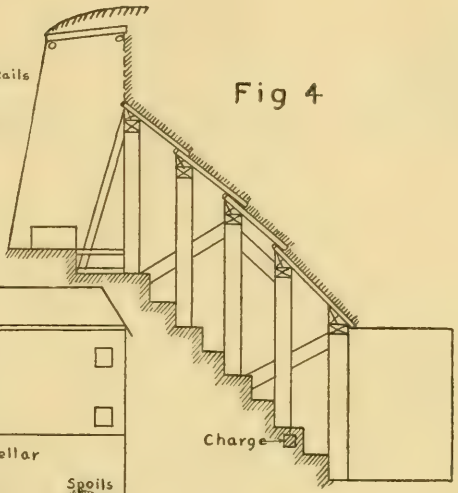


Fig 2

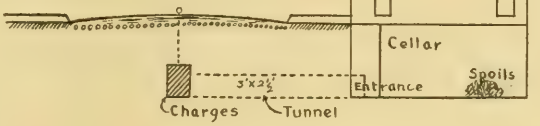


Fig 3

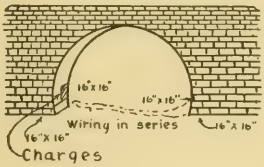


Fig 6

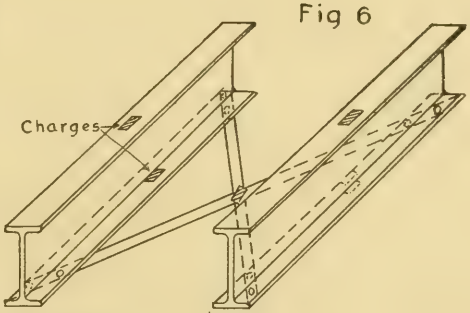


Fig 5

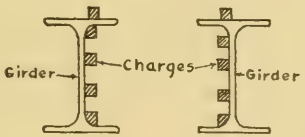


PLATE XXXIX

TYPES OF ENEMY DEMOLITIONS

105th Engineer Regiment.

Water Picquets — When a water point is about to be opened G-1 is notified and picquets requested for regulating traffic at the points and operating valves at the points for filling tanks and troughs.

Rations for Personnel at Water Points — When a water point is about to be opened G-4 is notified and is requested to ration the personnel.

Motor Water Lorries — Attached to this corps are three 3-ton and seventeen 13-cwt. water lorries. There is also a Garford lorry, from which water tank has been removed, which lorry is used for transportation of small supplies and fittings. These lorries compose what is known as the II American Corps Water Column. Headquarters is at NAUROY; C.O., Lieutenant Kelway. They are used principally for carrying water to advance water tanks for the Division in the line. These lorries are applied for by the Division going in the line, and are returned to their headquarters after each Division comes out of the front line. A daily report is sent in every night by the II American Corps Water Column showing disposition of these lorries during the day.

Sterilizing Lorries — Three of these lorries are attached to this Corps. One has a rated capacity of 1,000 g.p.h. and the other two 400 g.p.h. each. The three lorries, up to the present time, have been operating at the BELLICOURT water point, 62B/G.16.b.3.0. To-day the two smaller lorries are being moved to stands prepared for them on the south side of Pond, V.23.c. central, the larger lorry remaining at the BELLICOURT point.

Pumping Plants — The pumping plants have been installed and engine drivers furnished by the 1st section, Australian E. & M. Co. The present headquarters is at RAMICOURT 62B/H.6.c.2.2.

Wells

Stores — Map, Plate XXXII, shows all wells in the area.
Water supply stores have, up to the present, been kept at BRAY TOURBIERE Dump. They are being moved to the dump at ROISEL. This work is temporarily at a standstill for lack of transport.

Labor — It has been found that the under mentioned labor has been just sufficient to work the area satisfactorily:

	Officers	Men
One Army Troops Company consisting of.....	3	138
Two parties of Tunnelers, in all.....	2	40
Portion of labor company.....	1	100
Section of E. & M. Co. with attached labor.....	1	60

The amount of labor will vary, however, and the necessary amount may be secured by application to C.R.E., Corps Troops.
At present a portion of the 156 Labor Company is at work digging a pipe line from a bore at 62B/G.29.c. to ESTREES and JONCOURT. A part of this labor may be returned when this work is finished.

Work in Hand or Proposed

1. ESTREES PIPE LINE:
(a) Source borehole completed; water rests at 35 feet from surface. Tunneling Co. has commenced sinking of shaft for chamber, floor of which is to be 25 ft. from ground surface.

(b) Pump; Hopwood boiler and Tangyo 4000-gallon steam pump is arranged for.
(c) Pipe-line; 4-inch being laid and covered.
(d) Water Points; 62B/H.2.c.3.8. on side track of main road. 18,000-gallon storage; 200 feet horse troughs, also new cart fillers on loop off main road at H.2.c.1.9. 62B/H.9.b.4.4 on side track leading to WIANCOURT, 18,000-gallon storage, 100 feet horse troughs; also two cart fillers on loop near same place. 62B/H.2.8.a.3.8 on side track leading to WIANCOURT 9,000-gallon storage; 100 feet horse troughs and one cart filler.
2. MONTBREHAIN:
(a) Source borehole at 62B/1.1.c.4.3, water rest at 81 feet from ground surface.
(b) Pump: Jappy-Potter Pump arranged for.
(c) Pipe Line: 4-inch delivery to storage on bank on opposite side of the road.
(d) Water Point: 100 feet horse troughs in orchard off road; 9,000-gallon storage on bank, two cart fillers on loop in quarried recess off road.
3. MOLAIN:
Installing water point at 57B/W.16.a.5.7. Source is springs. Aster Bearn pump to be installed. Erection of 2 800-gallon tanks, three stand pipes, two 200-gallon sterilizer tanks and one Dixie-filler.
4. ST. MARTIN-RIVIERE:
Installation of water point at 57B/W.4.d.1.4. Source is a spring. Work includes the same as at MOLAIN No. 3, except a Lister Matthews pump will be used instead of an Aster Bearn.
5. ST. SOUPLET:
Construction of stands for two sterilizer lorries in a court yard on side of river, Q.28.c.5.2.

Papers All working files and papers will be handed over.
The Army has taken over all territory west of and including PERONNE.
The 216 A.T.Co. has been given the work between the ST. QUENTIN CANAL and PERONNE, and also the BELLICOURT Water Point G.16.1.5.5. (*See copy of letter to 216 A.T.Co. dated October 13th.*)
The 238 A.T.Co. are used on all work east of the Canal, excluding the water point at BELLICOURT.
Work on the ESTREES pipe line, MONTBREHAIN bore, MOLAIN and ST. MARTIN-RIVIERE is held up for lack of transportation with which to haul 4-inch pipe.

(Sig'd) C. R. Humphreys,
W.S.O., II Corps, American.

REGISTRY OF PUMPING STATIONS AND WATER POINTS

No.	Location	Machinery Installed	Capacity Reservoir Storage		
			Gallons per Hour	Map Ref.	Capacity, Gallons
155	BRAY: L.21.a.8.8	Gruy & Mittal	2000	L.21.a.88	2300
140	FROISY: L.34.d.3.1	Merryweather	3000	—	—
160	LA CHAPELLETTE: 0.3.d.3.1	Gruy & Mittal	3000	0.3.d.3.1	2300
179	DOIGNT: I.36.d.5.6	Lister-Rotar	3000	I.36.a.56	2300
—	MARQUAIX: K.15.c.33	Astor-Worthington, Astor Boring	2700	K.15.c.33	8000
170	TINCOURT: J.24.a.3.8	Astor-Worthington	5000	—	22000
159	LE MESNIL: 0.17b85	Pilter-French Pump	2000	0.17.b.85	1000
180	B. T. DUMP: 136.d.5.6	Merryweather	3000	I.36.a.56	2300
—	ST. EMILIE: 62C/E.24.b.1.6	Two band elevators, one in use	2000 (1000 now)	—	1600
173	CARTIGNY: P.3.b.2.9	Gruy & Mittal	2000	P.3.b.2.9	2300
—	HERVILLY: K.24.a.2.4	Compressor lorry	—	K.24.a.2.4	8000
187	VILLERS FAUCON: E.22.d.7.6	Harvester, 2 Isler (coupled pumps)	8000	I.22.d.76	6000
186	TEMPLEUX LE GUERARD: Quarries: F27c6.6	Stationary compressor	About 3000	F.27.c.86	8000
181	DRIENCOURT: J.10.a	Compressor lorry	6000		2/9000
		Lister-Rotar	3000	J.10.a.	2/100 Chlorinating
168	TEMPLEUX LA FOSSE: D.28.d.9.8	Lister	1000	Same	2/1600 1/2000 1/1000
166	LIERAMONT X ROADS: E.14.b.9.4	Potter pump driven by Blackstone engine	1000	Same	2/9000 1/400 and 2/100 Chlorinating
—	LIERAMONT: E13a88	Storage: E.13.a.8.8: 9000 galls. E.13.a.4.3: 4/2300, 1/800, 2/400		E.7.c.80	2/100 Chlorinating
162	ROISEL: K.22.a.59	Compressor lorry	3000	K.22a59	16000
—	Roisel brickfields: K.11.c.2.4	Compressor lorry	3000	K.11c24	16000
174	AUSTRALIAN CORPS HQRS.: N.15.d.5.4	Pelter engine (German pump)	300	N.15.d54	2300
156	BARLEUX: N.18.a.5.4	Gruy & Mittal	2000	N.18.a.54	2300
	I.5.b.3.5	Pelter engine	1000	I.5.b.3.5	1/1600
		D. & O. pump			1/3000

PUMPING STATIONS AND WATER POINTS INSTALLED BY SECOND AMERICAN CORPS

October 2, 1918, to October 20, 1918

Pump Station No.	Location	Map Ref.	Source of Supply	Machinery Installed	Cap'y G. P. H.	Reservoir Storage		No. of Stand Pipes (for Lorries)	Dixie Points	Length of Troughing
						Map Ref.	Cap'y Gals.			
	Montbrehain	62-B C25d6.5		Pilter engine French civilian pump	1500					
	Brancourt	62-B C28a5.5		Petter engine Band elevator	800					33′
	Brancourt	62-B C27b7.7		Petter engine German deep well pump	500					
	Busigny	57-B V23Cent.	Large pond							200′ (Reported)
	Molain	57-B W10c3.0		Diaphragm pump						33′
	Hargicourt	62-C 14d5.3		Band elevator pump			9000			12′
	Estrees	62-B B27c2.6								33′
	Wiancourt	62-B H4b4.5								33′
200	Tunnel Mouth: Bellicourt	62-B G16a7.7	St. Quentin Canal	Aster-Belge set		62-B G16a9.9	14000			200′ (Double
212	Brancourt	62-B C28a5.6	Well	Band pump (Day)						sided) 36′
	Montbrehain	62-B I1d4.8	Well	Band pump (Day)						36′
	Peronne	62-C I27a9.3	Bore hole	Guy & Mittal engine and pump				3	1	

Sept. 19, 1918.

MEMORANDUM TO DIVISION ENGINEER:

Following are some notes on water supply that I made while with the water officer of the V British Corps, Third Army, Sept. 15th to 17th:

W. O. for a Division

The principal work in connection with water supply, such as driving wells, installing pumps, laying of pipe, etc., is done by the Corps Water Officer, and not by the Division Water Officer, for the reason that Divisions are moved constantly while the Corps is not. In an advance the water officer of a Division should make a reconnaissance, and report all existing wells, pipe lines, tanks, troughs, etc. A map should accompany this report. He should clear out wells that have been blown by the enemy, install canvas tanks forward and fill same by water lorries. The above data should be furnished the Corps Engineers, and from this point the Corps Water Officer will handle the work.

Following are some of the various devices used in water supply:

Canvas Tanks

(1) That made out of pauling sheets 16 x 16 will make a tank about 12′ x 12′ x 12′ and will hold about 2300 gallons. The paulings are placed on a section of ground previously leveled and fastened up at the sides to a low two-rail fence. The fence comes in sections from the dump and is bolted together on the ground. Pickets may be also used instead of fence. (*See Plate XL.*)

(2) 10,000-gallon canvas tanks are made of canvas covers about 30′ x 30′ and will make a tank about 24′ x 24′ x 2½′. These tanks are supported at the sides by fence as above. Earth is piled around the sides as reinforcement. These tanks are usually placed on high ground so that the filling stations may be filled by gravity flow. It is best to give the paulings two coats of tar.

(3) Standard iron tanks for water filling points, made of standard iron sheets bolted together, the smallest of which holds 400 gallons. The smallest capacity used, however, is 1600 gallons. All sheets same size and shape except corner sheets. These are placed on ordinary trestles as R. E. tanks. These trestles are sometimes furnished knocked down, and are simply to be bolted together.

Sources

(1) Streams and springs.
(2) Dug wells.
(3) Driven wells.

When a division moves forward, following is the procedure relative to water supply:

1st.—Canvas tanks are constructed besides highways about three miles behind the front line, and these tanks are filled by water lorries. From these tanks, horse troughs and water carts are supplied. (*See Plate XL.*) A quick way of transforming an ordinary lorry into a water lorry by means of a canvas pauling is shown on attached drawing (*Plate XLII*). This will carry 300 gallons to the trip and can be emptied without loss of time by loosening the tailboard and the rear ropes supporting the rear end of the pauling.

2nd.—Existing dug wells are cleaned out, also streams, if any exist, are utilized. If the streams are utilized and only a small head is to be driven against, the Polyone pump is used to advantage. It is very easily handled, is light and will fill troughs and tanks against a head of about 30 feet; capacity about 2500 gals. per hour. In pumping from streams or tanks when lift is small, fire engines are also used most advantageously. Capacity of one used by the V Corps is 20,000 gals. per hour. Fire engines should only be used in a rush, and not as a constant plant. In the pumping devices I have mentioned, no time is required in installing the pumps.

Meriweather pumps (steam driven) No. 1 and No. 2 are also portable. No. 1 capacity 2300 gals. per hour; No. 2 capacity 7000 gals. per hour. There are also the low and high pressure types of No. 2 Meriweather. Low pressure will furnish about 5000 gals.

head 60′; high pressure about 4,000 gals. 150 ft.

Belt pumps, see attached drawing (*Plate XLI*), gasoline-driven, are used in lifting of water out of dug wells. Pump is light and can be operated for 140 ft. lift. For 80 ft. lift belts will last about ten days. These pumps are used simply for lifting water to surface reservoirs. They give excellent results.

In driven or pipe wells (6″ to 8″ casing) water is pumped by means of air compressor mounted on lorries. A second pipe of 4″ diameter is placed in the well. A 2″ pipe is used to carry air from the mobile compressor to the mouth of the well and at this point a 1″ pipe is connected and inserted in the well. It required about four days to drill a well 250 ft. deep. In one plant I visited, the compressor on the lorry was about 400 yards from the well. The water was delivered into a 10,000-gal. canvas tank at well-mouth. It was pumped from this tank by a Gymnes pump, capacity 6000 gallons per hour, suction and discharge 4″. Engine Imperial (gasoline) 16 H. P. The water was pumped from this tank over a 30′ hill and through 300 yds. 4″ pipe and about ¾ mile 6″ pipe to water filling points.

Displacement pumps are used for more permanent plants. Heavier and harder to erect but give best constant service.

Horse troughs, 2 types

(1) Canvas, about 33 ft. long, 2′ wide, 1′ 3″ deep, sides supported by stakes driven in ground on each side about 1′ 3″ above ground. Ordinary smooth wire threaded through eyelets on each of upper edges of tank side and carried over tops of stakes and nailed there. Capacity about 600 gals.; will water about 300 horses per hour. (*See Plate XL.*)

(2) Tin bent to a semicircular form in wooden frame. It is furnished in sections. One section is 15 feet long. Each section is supported on four wooden X frames. (*See Plate XLI.*)

Organization

Organization used on water supply V Corps: One army troop (130 men), one labor company (100 men), were drawn from the Army and were being used by the W. O. at the time I was with him. In an advance a larger force would be required.

Equipment

Equipment: Boring machines with operators are with the E. and M. Company and are furnished the Corps W. O. by the Army on request.

C. R. Humphreys,
Capt., 105th Engineers.

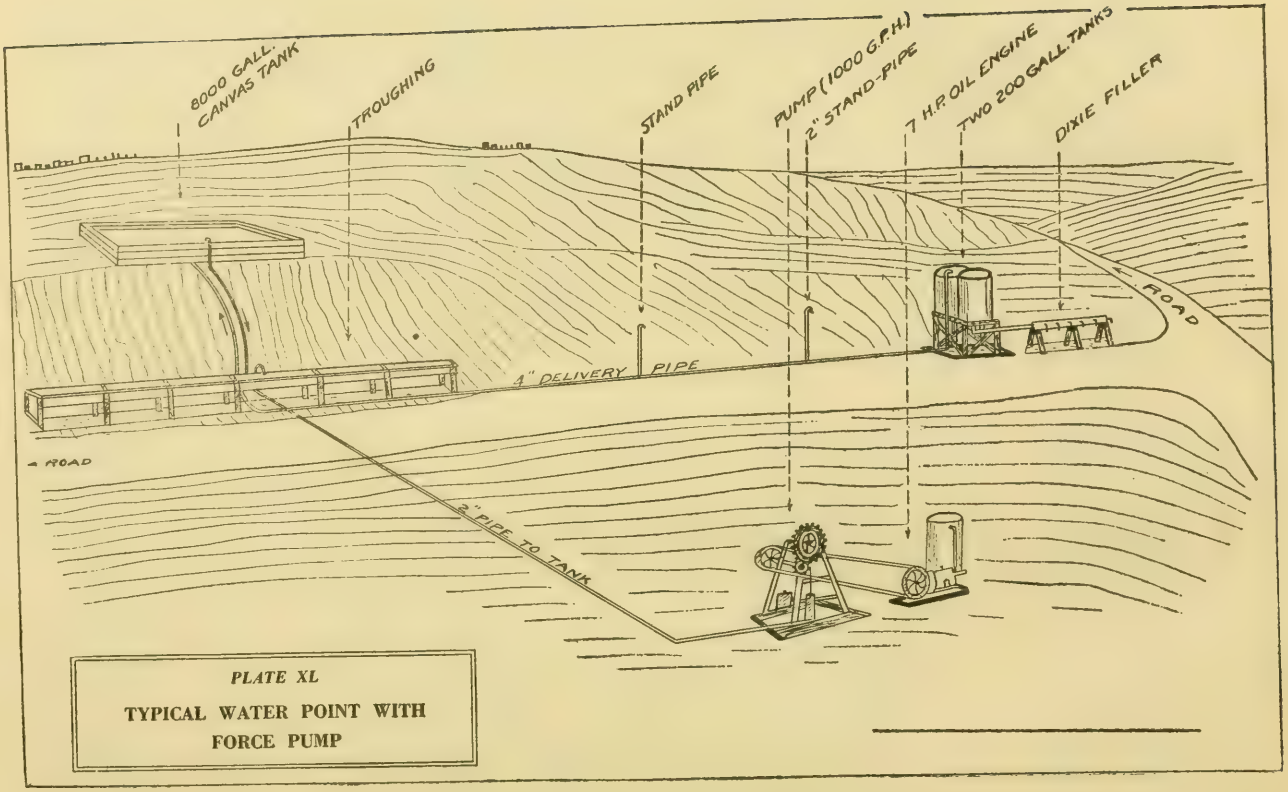


PLATE XL

TYPICAL WATER POINT WITH FORCE PUMP

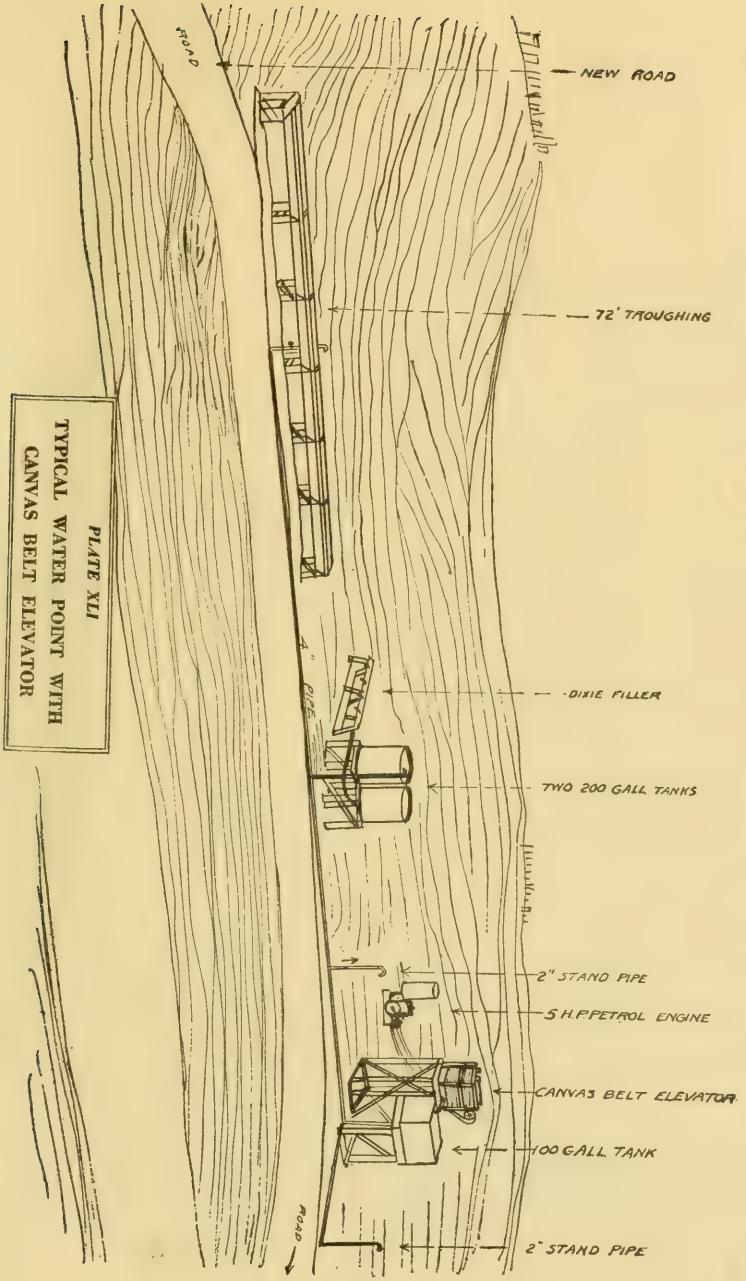


PLATE XLI

TYPICAL WATER POINT WITH CANVAS BELT ELEVATOR

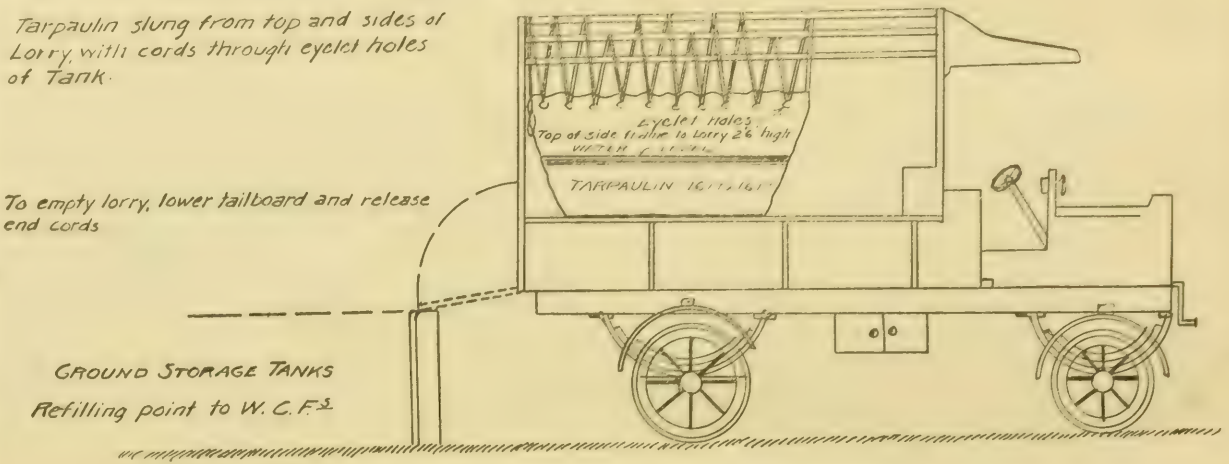


PLATE XLII

A WATER LORRY

(COMPOSITION:—ONE LORRY, ONE 16 FT. x 16 FT. TARPAULIN, ABOUT 200 FT. OF ROPE)

October 2, 1918.

MEMORANDUM TO CHIEF ENGINEER, II AMERICAN CORPS:

Following are some notes I took while with the Water Officer, Australian Corps, 4th Army, September 24th and 25th.

In the event of an advance by this Corps, it is proposed to use as a source of water supply, 1st, the St. Quentin Canal, and as the advance progresses beyond the dry area, shallow wells that are known to be plentiful east of St. Quentin.

The water is to be pumped into eight thousand gallon canvas tanks by means of Lists Rato Pumps or any other pump of suitable type. (*See "Notes on Types of Pumps" attached.*) From these tanks water is pumped into canvas horse troughs by means of force pumps, and for human consumption into water carts through sterilizing lorries for short hauls and into water lorries for long hauls. Beyond a practical hauling distance water will be carried by booster pumps, intermediate tanks on high ground and pipe lines. The pumps, tanks, horse troughs, lorries and sterilizers are available on a moment's notice. This device will give satisfactory service while more permanent pumping devices are being installed. In the area east of St. Quentin and beyond the dry area much use will be made of open wells, buckets and windlasses on account of the fact that water is very near the surface of the ground.

In all cases of advance, the Division Engineer of each Division should request the Chief Engineer of Corps to have the Water Officer supply certain amounts of water at certain points, a certain amount for human consumption and a certain amount for horses. The Division Engineer is aided in making this estimate by requesting Q of his Division to advise him the approximate number of men and horses it is proposed to have in certain areas. About eight gallons per horse and two gallons per man is allowed as a ground and selects the sites for the water points. Pumping plants should usually not be closer than four thousand yards and water points two thousand yards of the front line.

More permanent Water Supply devices are low lift pumps used in connection with springs, streams and shallow wells. Displacement pumps and mobile compressors are used in connection with bored wells.

In the case of mobile compressors, band pumps, and chain Helice pumps, water is lifted into surface reservoirs, and from these reservoirs the water is boosted into reservoirs on some nearby hill, and from these last reservoirs water is supplied by gravity into water filling point, horse troughs, etc.

Army furnishes Corps certain organizations for Water, Roads, Railways, and Huttings.

Organization of Water Officer, Australian Corps

(1) A. T. Co. No. 236—130 men.

The A. T. Company is composed of machinists, plumbers, pipe fitters, etc. It is under the command of a captain. It performs such work as pipe laying and repairing, installing tanks and reservoirs, building engine houses, approach roads to water filling points, et cetera.

(2) Attached Labor—100 men.

The attached labor men are furnished on call by the Corps C. R. E. The water office has nothing to do with these men, beyond assigning tasks for them, such as pipe trenches, etc. The C. R. E. administers all discipline and they are entirely under his control.

(3) Tunnelers—40 men.

The tunnelers (40 in the case of this corps) are in two sections of 20 men and one officer each. They are attached to the A. T. Co. and their special duty is opening wells that have been blown or digging new ones and charing them up.

(4) Detachment No. E and M Co.—40 men (at present, but varied to suit demands).

Engines and Pumps have been installed and operated and maintained by a detach-

ment from the 353rd E. and M. Co. At present this detachment is being relieved by the Ist Australian Co., which will perform this class of work in the future. Corps applies for these men through Army.

Equipment

(5) Water Lorries—3 tons—600 gals.—5. Garford Lorries—130 gals.—13.

Water lorries are in the No. 1 Water Tank Co. H. Q. Cantigny. It receives its orders from the Corps Water Officer. Each division in line has one water lorry furnished it.

(6) Sterilizing Lorries—5 (Large, 3; will treat 1500 g. p. h. and deliver up to a 12-ft. head. Small, 2; will treat 500 g. p. h. and deliver up to a 12-ft. head.)

Sterilizing Lorries.—Under direction of a water chemist, who also has a mobile laboratory.

(7) Well boring equipment and organization available on request from W. O. to Army. A machine will drill about 250′ in four days.

Well boring has been done up to the present in this Corps by No. 1 Section of the No. 3 Well Boring Section. When the Corps desires a well in a certain locality it applies for the work through Army.

(8) Mobile Compressors—4. Capacity up to 9000 g. p. h., but only lifts to surface reservoirs.

Mobile Compressors.—Until recently under the No. 1 Section 353rd E. and M. Co., now under No. 1 Detachment 1st Australian E. and M. Co. C. O. whole Co. Major Morse, Map location of Section 1, 1st Australian near Cantigny.

Pumps.—A limited stock of small pumps, hand pumps, and windlasses can be secured from the Army for Corps dump. Larger pumps are furnished, installed, the repairs maintained, and engine drivers furnished by Army through E. & M. Co., upon the approval by C. E. of Army of pumping equipment proposed by Corps Water Officer.

Water Tanks:

(1) Pressed steel in sections, 1600 gallons or in larger units of multiples of 400 gallons.

(2) Canvas tanks made of pauline—30′ x 30′, 9000 gals. 20 x 40, 4000 gals. 16′ x 16′, 2300 gals. capacity. All built about 2′ 6″ deep.

(3) G-I tanks. 50, 100, 200 and 400 gals. capacity. All circular except 400 gal. tank, which is cubical.

Horse Troughs:

(1) Canvas, 33 ft. long, made of canvas strips 36′ long and 5′ wide; will furnish 300 horses per hour with water.

(2) Metal, made at Corps dump in 6 ft. sections 2′ 3″.

NOTES ON SOME TYPES OF PUMPS USED IN WATER SUPPLY ON EUROPEAN FRONT

Make	Engine	Pump	Remarks
Dennis Mather Platt	Dennis petrol, 4 cylinders, 30 H. P., normal R. P. M. 1600, water cooled, double ignition	Mather Platt, stage turbine, maximum head 500′, G P. H. 7200, suction and discharge 4″	7 engine and pump bolted to steel girders, drive through gear box, clutch fitted ratio 1.2 to 1
Aster-Gynne	4-cylinder Aster petrol engine, 10/12 H. P.	Gynne centrifugal, 2-stage, 6000 G. P. H., 250′ head	Direct drive
Aster-Worthington	4-cylinder Aster petrol engine, 8/10 H. P.	Worthington treble ram vertical type, 2700 G. P. H., 250′ head, pump barrel 4″x6″	Belt drive
Day-Haywood-Tyler	2-cylinder Day petrol engine, 7 H. P., magneto ignition	Haywood-Tyler double acting 2-ram, 2700 G. P. H., 350′ head	Belt drive
Lester Roto-plung.	Single cylinder petrol engine, 4 H. P., magneto ignition	Roto plung. (centrifugal type) 3000 G. P. H., 115′, 450 R. P. M.	Direct drive, leather coupling
Guy & Mittal	Single cylinder Jappy, 2½ H. P., magneto ignition	Guy & Mittal single ram, vertical type, 1000 G. P. H., 120′ head high lift type or 2000 G. P. H., 60′ head low lift	Mounted on wheels, belt drive, H. & L. lift types
Pelaphone	Single cylinder petrol, 1½ H. P., water cooled, magneto ignition	Centrifugal, 1800 R. P. M., suction 6′, lift 60′, 2400 G. P. H., suction and delivery 1¾	Engine and pump one unit, belt driven. Very portable
Merryweather, No. 1	Single cylinder, portable steam engine, vertical water tube boiler, fed by injector and auxiliary pump, 4 H. P.	Double acting plunger pump, 3000 G. P. H., 140′ head	Merryweather and Jakeman, London
Merryweather, No. 2	do., 7 H. P.	do., 7200 G. P. H., 250′ head	do.
Blackstone-Isler	Blackstone paraffin engine, 7 H. P., 330 R. P. M.	Isler deep well lift, 250′ head, above pump 50′, 1000 G. P. H., 2′ stroke, cylinder 3¾″, suction 2″, 4″ main	Belt driven
Blackstone-Patter	do.	do.	do.
Blackstone, Duke and Cokenden	do.	do.	do.
Jappy or Pelter, Jr. Band Pump	Petrol, 2½ to 5 H. P.	Canvas band depending on depth of well 7″ wide; running on convey wood pulley about 16″ diameter, 12,000 G. P. H.	Belt drive pump, Army make
Jappy Pelter, Jr. Chains	do.	Endless chain wound around with wire like spiral spring running in grooved pulley, 1200 G. P. H., hand chain helice 600 G. P. H.	Belt driven, French pump
Aster-Boving	Petrol, 20 H. P.	5-stage centrifugal, 5000 G. P. H., 500′	Direct coupled
Aster-Belger	Petrol, 20 H. P.	5-stage centrifugal	

C. R. Humphreys,
Capt., 105th Engineers.

CHAPTER XIII

RECORD OF EVENTS FROM OCTOBER 21ST to NOVEMBER 20TH

The following order had been issued on October 20th:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

October 20th, 1918.

OPERATION ORDER
No. 8

1. The 30th Division has been relieved by the First British Division, and will move to a place to be named in other orders at a time to be stated later.

2. The 105th Engineers, less one battalion, will go with the Division.

3. The First Battalion will move to the vicinity of BUSIGNY, and make camp or go in billets, at the discretion of the Commanding Officer. The Commanding Officer of the First Battalion will report to the C. R. E. of Fourth British Army.

4. The C. R. E. of the Fourth British Army, it is understood, has headquarters in BUSIGNY. It is further understood that the First Battalion will not be ordered to work until the morning of October the 23rd. In the interim the Commanding Officer of the First Battalion will make all possible arrangements, through the British and otherwise, to have the men of his battalion bathed and clothing deloused, and the men given as much rest as possible. The interim between this date and the morning of October 23rd has been allowed for this purpose by order of the Commanding General.

5. *Second Battalion:* The Second Battalion will move on October 21st from their present camps to the MONTBREHAIN Area. Billeting party from each company will be sent to these Headquarters at 62 B, I 1 a 3.0, 9 A. M., morning of October 21st.

6. *Regimental Supply Company:* Regimental Supply Company will move on October 21st to the MONTBREHAIN Area, sending billeting party to these Headquarters by 9 A. M., morning of October 21st.

7. Engineer Train will move with the Regimental Supply Company from its present camp to the MONTBREHAIN Area, and will, if possible, camp in the same area as when they were last at MONTBREHAIN. Engineer Train will send a billeting party to these Headquarters by 9 A. M., October 21st.

8. All movements will be completed by 1400 o'clock, October 21st, and locations of separate units reported to these headquarters immediately thereafter.

9. March discipline for forward areas in this sector will be observed.

By order of Colonel Pratt.

WILLARD P. SULLIVAN,
Captain, Engineers, U. S. A.,
Adjutant.

OCTOBER 21ST—DRIZZLING RAIN

October 21st starts the period when the Division (less one battalion of Engineers) is moving into a back area for a period of rest and reorganization, which proved to be a retirement from active warfare, as when the armistice was signed November 11th the Division, less the Engineers, were still in the back area though prepared to move forward.

The Regiment was scattered over the forward area on the morning of October 21st, the units being located as follows:

Regimental Headquarters (and Division Engineer's Office)	Montbrehain I1a3.0
Personnel Adjutant and Office	Montbrehain I1a0.0
Engineer Band and Floating Platoon Headquarters Company	Montbrehain I1a9.2
Regimental Supply and Transport	V21d8.5
1st Battalion Headquarters	V22d8.4
1st Battalion Transport	V25c5.2
2nd Battalion Headquarters	V9d8.1
2nd Battalion Transport	V15d3.7
Company A	W10a6.6
Company B	W19b7.1
Company C	V22b5.5
Company D	W20a5.0
Company E	W20d3.9
Company F	V18d8.9
Engineer Train	V21d8.5

The strength of the organization on this date was:

	Officers Present	Soldiers Present
Staff and Band	7	30
Headquarters Company	0	91
Company A	3	187
Company B	4	201
Company C	4	215
Company D	1	136
Company E	3	113
Company F	4	201
1st Battalion (including Transport and Supply)	3	55
2nd Battalion (including Transport and Supply)	3	80
Sanitary Detachment	6	25
Engineer Train	1	72
	39	1406

Pursuant to Operation Order No. 8 of October 20th the units were assembled and marched to the places designated.

The First Battalion moved by companies into Busigny as follows:

1st Battalion Headquarters	to V10b1.3	by 0845 hours
Company A	to V9b60.05	by 1100 hours
Company B	to V10d1.1	by 0835 hours
Company C	to V10d10.15	by 0900 hours
Battalion Transport	to V15b2.2	by 1225 hours

After the move, the remainder of the day was spent in cleaning billets.

The Second Battalion assembled at Busigny and moved by march to Montbrehain, completing the movement by 1400 hours. The companies were billeted in the village, with Battalion Headquarters in a chateau at C 25 d 5.3, D Company at I 1 b 25.30, E Company at C 25 d 5.3 and F Company at I 1 b 5.4.

The following order was received at 1600 hours from the II Corps Engineer:

To C. O. 105TH ENGINEERS:

In accordance with S 426, 4th Army, one battalion, less 1 section, 102nd Engineers, will proceed to BOHAIN this date and report to Major McNamara, 6th Canadian R. T. Battalion at D 14 c 3.2 for transportation to MONTBREHAIN. On arrival at MONTBREHAIN, arrangements will be made with Major McNamara, MONTBREHAIN, for transportation the following day to BELLICOURT for duty, after bathing.

One Battalion, 105th Engineers, to report to Major McNamara, 6th C. R. T., MONTBREHAIN, for duty on light railway.

G. B. PILLSBURY,
Colonel, Engineers, U. S. A.

The order failed to state from whence the Battalion would receive rations. After much telephoning and messenger service, this was settled. At a conference between the Regimental Commander and Major McNamara it was agreed that the repairs and maintenance of the light railways from Montbrehain to Bohain would be made by the 1st Battalion under supervision of the C. O. First Battalion, Major Cothran.

The twenty lorries that had been attached to us on October 6th were detached and ordered to report to the C. R. E. C. T. of the Ninth British Corps. Lieut. Hatto had been in charge of these lorries and had rendered very satisfactory service, as did all other ranks of the detachment. On the morning of the 21st Lieut. H. S. Robinson, on detached service with G-1 as Engineer Liaison Officer, was sent to the new area—Querrieu—as billeting officer for the Regiment. A detail of four men from Headquarters Company

were sent with the Divisional Bath Officer for the purpose of erecting baths in the new area.

The following orders were issued this date:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 21, 1918.

OPERATION ORDER
No. 9

1. First Battalion, 105th Engineers, will march from its present location to the MONTBREHAIN Area on October 22nd, so as to arrive in the MONTBREHAIN Area by 1600 o'clock of same date.

2. A billeting detail should be sent ahead to select suitable billets and transport lines. The 30th Division will move out of MONTBREHAIN on the 22nd.

3. The Commanding Officer of the First Battalion will report to Major McNamara of the 6th C. R. T., MONTBREHAIN, and arrange details for the work of the First Battalion on light railways.

4. Men are to have opportunity to bathe before beginning work.

5. Battalion will be rationed by the Canadian Light Railway Company, Major McNamara, Commanding. Indents for clothes and other supplies needed should be made through the same officer.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 21, 1918.

MEMORANDUM TO OPERATION ORDERS No. 9:

1. The personnel of the First Battalion will leave their present camp so as to reach BOHAIN not later than 1020 o'clock on October 22nd. They will entrain at 1030 o'clock on Light Railway for MONTBREHAIN. Entraining point is just West of BOHAIN, on road to MONTBREHAIN near grid line D 13, 14, with its junction at MONTBREHAIN Road.

The transport will continue by road to MONTBREHAIN.

2. Battalion will be rationed, unless otherwise ordered, direct from rail head at MONTBREHAIN. Lieutenant Moore is the R. S. O. in charge of dump.

3. Regimental Commander had conference with Major McNamara and he is agreed to turn over a certain section of the road to the battalion for maintenance and construction.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 21, 1918.

OPERATION ORDER
No. 10

1. The 105th Engineers (less the First Battalion) and the Engineer Train will march by road from their present camps to the ROISEL Area on October 22nd.

2. Transports will move by road with units to ROISEL Area, and by road from there, on morning of October 23rd, to the QUERRIEU Area, staging night of October 23-24 at SUZANNE.

3. No restrictions as to roads, and the distances will be maintained by the units on the march as laid down in Fourth Army Standing Orders.

4. Units will send usual billeting party to the ROISEL Area to select camp sites for the night of October 22-23.

5. (a) The personnel will entrain at ROISEL on October 23rd; entraining schedule to be published later. The Commanding General of the 59th Brigade will be in charge of entraining at ROISEL.

(b) Transports will be assembled on the morning of October 23rd, and will proceed by

road march to a new area under the direction of G-1.

(c) Upon arrival of the Regiment (less one battalion) and the Engineer Train in the new area, they will be assigned to either the CONTAY or PONTE-NOYELLES sub area.

6. Entraining troops will carry one day's ration plus unconsumed portion of the day's ration in addition to the iron rations. Railheads as follows:

October 21st and 22nd: ROISEL.
October 23rd: CORBIE.

7. (a) Second Battalion and the Band will march by any roads, under command of Major Lyerly, the movement to begin by 0900 o'clock.

(b) The Regimental Transport, Engineer Train and Headquarters Section will march under command of Captain Gillette and will begin the movement not later than 0900 o'clock.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

Oct. 21, 1918.

MEMORANDUM TO OPERATION ORDER No. 10:

1. The Motor Transport will travel via route to be selected by Lieutenant Warfield, and will be moved under command of Lieutenant Warfield. The transport will move at an hour to be announced later.

2. (a) One lorry will report to Division Engineer's Office to carry the property and baggage of the Division Engineer, Regimental Surgeon and Adjutant. Nothing more will go on this lorry, except that the Sergeant Major, Corporal Light and three orderlies will accompany this lorry.

(b) One lorry will report to the Division Engineer Mess and will carry all of the Personnel Office equipment and the baggage of Captain Humphreys, Captain Smith, Lieutenant Thrall and Lieutenant Warfield. This lorry will also carry the officers' mess. The orderlies of the above named officers will go with this lorry, together with the cook and helper.

(c) One lorry will load the band instrument cases and property and the Bands' packs. It will also load the Topographical section. One man from the Supply Section, the regimental runners, McArver, Taylor, Coble and Long, will go on this lorry, as will Master Engineer Jewell. This lorry will also collect the office equipment of the Supply Office.

(d) One lorry will report to Division Headquarters to load the two Armstrong Huts. Engineer Whitted with the detail for taking down and erecting these huts will report at Regimental Headquarters with full equipment at 0700 o'clock. After loading this lorry will report to Division Engineer's Office.

3. All men of the Floating Platoon, Headquarters Section, unless otherwise ordered, will report to these headquarters at 0700 hours under Master Engineer Thomason. The three men from the Personnel Office will report to these Headquarters at 8:00 A. M.

4. All men will take full equipment, the unconsumed portion of the day's ration and one day's additional ration. Additional day's ration will be issued at 0630 o'clock by the Regimental Supply Officer.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

October 21, 1918.

MEMORANDUM TO OPERATION ORDERS No. 10:

1. The Band will march on October 22nd with the Second Battalion as per orders from C. O. 2nd Battalion. They will carry their instruments. One member of the Band will be detailed as billeting party and will report to the Adjutant of the 2nd Battalion at 0630

o'clock, October 22nd, at 2nd Battalion Headquarters.

2. The instrument cases and the packs of the Band, as well as the boxes of music and other band property, will be transported by lorry to ROISEL, to the point where the ROISEL-MARQUAIX Road crosses the railway. This equipment and property will be gathered at a central point at MONTBREHAIN by 0700 o'clock, October 22nd, and a guide will be sent to Lieutenant Warfield to guide the transport to the loading point. Members of the Band will wear haversacks and carry the unconsumed portion of the day's ration besides their iron ration.

3. After arrival at staging point at ROISEL on October 22nd, the Band will carry full packs and instruments until the arrival at destination at end of rail journey, when the C. O. of Second Battalion will arrange to transport the packs for the Band to the new camp site.

4. An extra day's ration will be drawn on October 22nd at ROISEL.

WILLARD P. SULLIVAN,
Captain, Engineers, Adjutant,
for
JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

October 21, 1918.

AMENDMENT TO FIELD ORDER NO. 10:

1. All personnel will entrain at TINCOURT; certain transport to be designated by G-1 will be loaded at ROISEL. Entraining at TINCOURT will be under charge of Major G. K. Freeman; at ROISEL under charge of Colonel H. B. Springs.

2. Upon arrival in new area, this division will be located as follows:

Division Headquarters, Hdqrs. Trains and Military Police—QUERRIEU.
105th Engineers—LA HOUSSOYE.

3. Staging night for October 22-23 will be at TINCOURT Area for personnel and ROISEL Area for Transport.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

OCTOBER 22ND—RAINING

The Regiment, less the First Battalion, moved on the 22nd in compliance with Operation Orders No. 10 and Memorandum thereto, being the first stage of the trip to the Querrieu Area. Montbrehain was cleared by 0915 hours, and the day's march to the Roisel area was completed by 1700 hours, after a very hard day. It was raining practically all of the day, and the roads were muddy and blocked with troops and transports.

Numerous halts were necessary on account of the congested traffic. The Regiment halted for lunch along the St. Quentin Canal just outside of Bellicourt and then proceeded to Roisel. Billets were secured with difficulty. The detail from the 2nd Battalion, which had been sent to the Corps Engineer dump during the first part of October, rejoined the battalion at Roisel, part of the dump having moved to Roisel and this detachment with it. The march had been made under command of Major Lyerly of the 2nd Battalion. The Regimental Commander, Colonel Pratt; the Adjutant, Captain Sullivan, and the Regimental Surgeon, Major Campbell, traveled by automobile via St. Quentin, Peronne and Albert to Querrieu, arriving at 1600 hours. The motor transport section, under command of Lieut. F. B. Warfield, traveled by road and arrived at Querrieu at 2100 hours.

OCTOBER 23RD—FAIR AND COLD

The Regimental Headquarters and motor transport were at Querrieu.

The Regimental Headquarters (and Division Engineer's Office) were located at the Chateau Querrieu and the Personnel Officer and office in Querrieu. Arrangements were made for billeting the Regiment, less the First Battalion, at La Houssoye, and two lorries were sent to Edgehill, the detraining

point, to assist in moving the regiment after detraining.

The Engineer Train, 2nd Battalion Transport (less two G. S. wagons, two rolling kitchens and one water cart) and the Regimental transport and supply sections left Roisel, under command of Captain George W. Gillette, at 1000 hours and proceeded on the march to the Querrieu area, staging night of October 23rd-24th at Suzanne. (*See Plate XXV.*)

The remainder of the regiment (being the 2nd Battalion, Headquarters Company and Band) left Roisel at 1400 hours and moved by march to the Eastern outskirts of Tincourt, arriving there at the entraining station at 1530 hours. After a very long wait the Regiment entrained at 2200 hours, the train being under command of Major Lyerly.

The First Battalion was on detached service with the 4th British Army, 6th Canadian Railway troops. The detail from the First Battalion that was on detached service as Corps troops at Corps Engineer Dump reported to Major Lyerly and were sent, under Master Engineer Farmer, to join the battalion at Montbrehain.

OCTOBER 24TH—FAIR

The change of station for the Regiment (less 1st Battalion) was completed. The Regiment (less 1st Battalion and transports outlined above) arrived at Edgehill, the detraining station, in the morning, detraining at 0930 hours. After a very hard and cold all-night trip in very crowded box cars, they marched to La Houssoye, ten kilometers, where they spent the balance of the day in billeting. Billets were very poor, the village having been badly damaged by enemy shell fire and bombs from enemy aircraft. The transport and train, under Captain Gillette, arrived at La Houssoye at 1600 hours and went into billets. The First Battalion remained on detached service.

Until November the 4th the regiment was thus divided: the First Battalion being at Montbrehain, where they were engaged in repairing and maintaining the light railways from Montbrehain to Bohain; the Second Battalion at La Houssoye were engaged in infantry training, athletic contests, building rifle ranges and athletic fields. Division Engineer's office and regimental headquarters were maintained at Querrieu.

The maintenance and repairs to the light railways from Montbrehain to Bohain required but little effort on the part of the First Battalion and only one-half of the personnel was employed on this work each day. Those not engaged in this work followed a schedule of infantry training. This work was completed on Nov. 1st, when the maintenance was taken over by the 4th British Army troops. The battalion spent the 2nd in cleaning up and preparing to move to the area where the Regiment was. On Nov. 3rd this move was completed, and the First Battalion moved into billets in Franvillers. (*See Plate XXV.*)

The Second Battalion began work on an infantry training schedule when they first moved to La Houssoye, but this was followed for only two days, when the Engineers were given the tasks of completing the rifle ranges at Baizziou and Contay which had been started by British troops using prisoners of war as labor; and assisting in building the athletic fields for the division and corps athletic contests. The athletic fields were completed on Nov. 1st and the division contest was held on them Nov. 2nd. In this contest a team from the Second Battalion won at the "Tug-of-War." The rifle ranges were ready for use on Nov. 4th, though small jobs were continued on them up to the departure of the Regiment on Nov. 8th.

On Nov. 2nd the Second Battalion engaged in a platoon wagon contest with the 102nd Engineers of the 27th Division, in which the 102nd Engineers won.

Again on Nov. 7th the Second Battalion furnished from Company F a team to engage in a bridge building contest against a team from the 102nd Engineers. In this contest the team from Company F was victorious.

The official reports on these contests were as follows:

On November 2nd, 1918, on II Corps Athletic Field, Amiens, Sheet I 20 b 5.4, a contest for the best appointed platoon wagon was held. One wagon from the 105th Engineers and one from the 102nd Engineers participated. There was some misunderstanding on the part of the 105th Engineers as to what was required to be on these wagons, list of articles being received too late to have everything in place. The result of the contest is given below:

	102nd	105th
Dress and appearance of driver and brakeman; best team, 10 points; 2nd best, 0 points	0	10
Grooming of horses; best team, 10 points; 2nd best, 0 points	10	0
Condition of harness; best team, 10 points; 2nd best, 0 points	0	10
Condition of wagon and gear; best team, 10 points; 2nd best, 0 points	TIE	
Completeness of wagon equipment proper; 50 points; 2 points to be deducted for each prescribed article of equipment missing	46	20
Stowage of load:		
(a) Security and neatness of loading and lashing; for best team, 20 points; for 2nd best, 0 points	20	0
(b) To be tested by requiring 10 specified articles to be produced. Load to be completely lashed when time is taken. 50 points to team producing the articles in the shortest time. A deduction of 5 points to be made for any article called for which is not in the load	0	50
Completeness of equipment of tools: 200 points. 3 points to be deducted for each article missing (each ration to be rated as one article). This in addition to any deductions made for tools missing in the test for stowage of load	176	2
Condition of tools: 200 points. 2 points to be deducted for any tool that is rusty, dirty, or not properly sharpened	174	164
	426	256

An inter-Division Engineer bridging contest was held November 7th, 10:00 A. M., between the 27th and 30th Divisions.

One crew from each Divisional Engineer Regiment participated: 102nd Engineers a team of four (4) men and the 105th Engineers a team of seven (7) men.

Task.—To construct a foot bridge across the Ancre River just west of La Neuville (I 33 d 33).

Conditions.—Bridge to be designed, material collected and prepared and deposited north of taped line about 150 yards north of river before the hour of competition. Erection crew may be of any size, but number of men will be considered in award as labor prescribed. No horse or mechanical transport permitted in transportation of material from starting point to site. Use of existing foot bridge near site is barred. Choice of site to be determined by lot. No limitation of design, but bridge must stand test of carrying one man fully equipped per yard.

Time to run from starting signal until bridge is completed and last man of crew across river.

Bridging crew to be equipped with rifle, bayonet, canteen and 100 rounds of ammunition.

Rating.—(a) Time: For first crew to complete, 100 points; for second crew, 100 points less 5 points for each minute or fraction thereof by which their time of completion exceeds the first.

(b) Size of Crew: From the score of the larger crew 5 points to be deducted for each man assisting directly or indirectly in construction after starting signal, by which the larger crew exceeds the smaller.

Prize.—Value of 100 francs to winning crew.

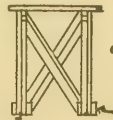
Results.—The 105th Engineer team put a bridge across the river in 3 minutes and 45 seconds; the 102nd Engineer Team completed this in 11 minutes and 50 seconds.

Score—105th Engineer Team:	
For completion first	100 points
Forfeiture of 5 points for each man in excess of the number of competing team	15 points
Final score	85 points
Score—102nd Engineer Team:	
For completion of bridge	100 points
Forfeiture of 5 points for every minute required to complete bridge in excess of time required to complete first bridge	40 points
Final score	60 points

PLATE XLIII

BRIDGE CONSTRUCTED IN CONTEST

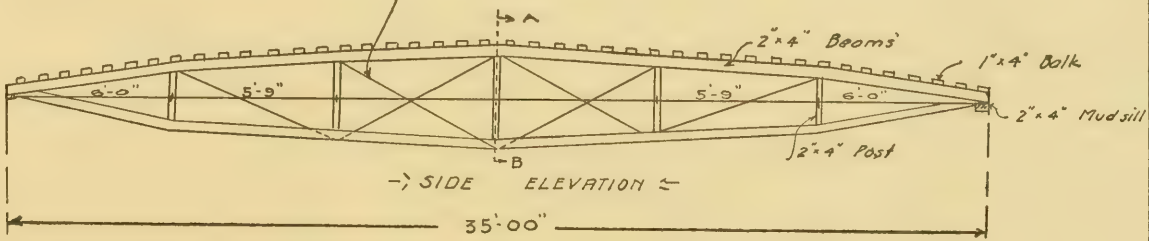
NOVEMBER, 1918



Cross section through A-B

1"×4" timbers

Diagonally wired between posts





FLOOR PLAN. (Showing plan of wiring.)

Scale 1" = 4'

A sketch of this bridge is attached (*Plate XLIII*). It was constructed beforehand and transferred to the proposed site on a lorry. Its weight was variously estimated at from 350 to 500 pounds. Two men, one at each end, raised it.

On October 26th and 27th Colonel Pratt, accompanied by Lieut. Thall from Chief Engineer's Office Tours and the official photographer of the 30th Division, visited in an automobile the battle grounds that the 30th Division had fought over and captured during their occupancy of the front from September 23rd to October 20th and made 82 exposures of scenes that were considered most interesting from a historical point of view. These negatives were sent by mail to the headquarters of the Signal Corps for development. When put in the mail this was the last ever seen of them, even though a vigorous search was carried out and tracers sent after them.

On November 4th, pursuant to orders from the corps, one platoon (the first platoon of Company F, under command of Lt. C. E. Ellicott, Jr.) reported to Amiens as Corps Engineer troops to repair the bridges of the city, which had been prepared for demolition earlier in the year. Following is the report of Lt. Ellicott on the work accomplished:

COMPANY "F," 105TH ENGINEERS,
AMERICAN EXPEDITIONARY FORCES
FRANCE

December 10th, 1918.

FROM: C. E. Ellicott, Jr., 1st Lieutenant, 105th Engineers.
TO: C.O., 105th Engineer Regiment.
SUBJECT: Report of work done by 1st Platoon, Co. "F," at Amiens from November 4th to November 8th, 1918.

1. The 1st Platoon proceeded from LA HOUSSOYE to AMIENS by march arriving at AMIENS, November 4th, 1918, at 1200 hours. While in AMIENS the personnel consisted of 47 men and one officer.

The officer commanding this detachment was ordered to investigate all bridges in the city of AMIENS, and to repair all bridges which had been prepared for blowing, and to remove all charges which might be found. A map of the city was furnished, which was supposed to show all bridges needing attention. Five bridges were so marked, but investigation showed that there were fourteen bridges which had been mined.

No charges were found in any of the mine chambers.

In almost every case the mines were as shown in the attached Type sketch, Plate XLIV. In a few cases the horizontal gallery had been worked in from the face of the abutment, without shaft, and in some cases the entrance was by a 45% shaft instead of a vertical one.

The orders called for filling up these shafts in such a manner that the bridge would be in as good condition as before the mining had been done, and the suggestion was made in the orders that it would not be necessary to completely fill the horizontal shafts if they appeared well timbered. In every case the timbering was in good shape, and the repairs were made in the manner shown by sketch, blocking off the horizontal shaft at its junction with the vertical so there would be no possibility of the earth settling into the horizontal shaft, and thus making a low place in the roadway.

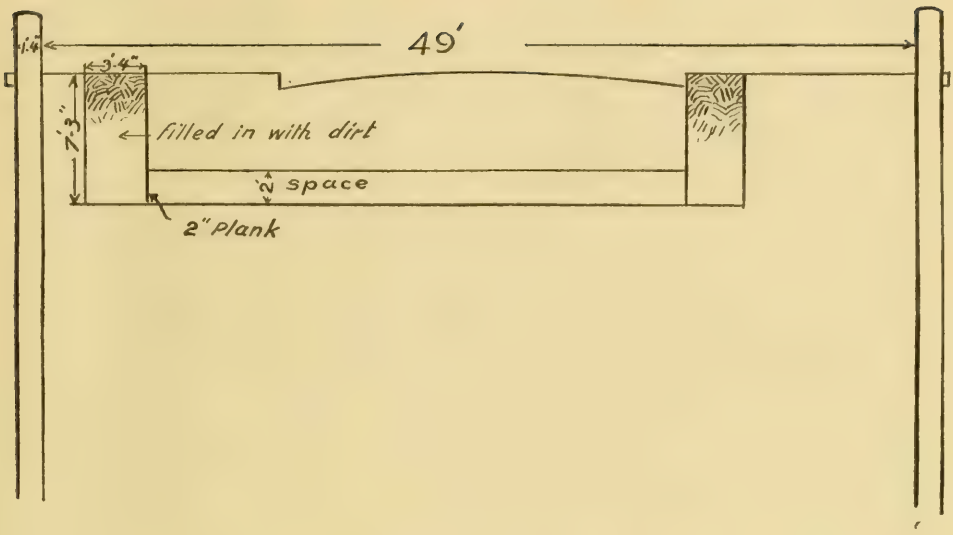
After all the bridges had been repaired the detachment was ordered to move a small hut to the vicinity of the station at AMIENS, and this was not quite completed by the evening of November 7th, 1918.

The detachment rejoined the Regiment on the morning of November 8th, 1918, moving by motor truck.

The Corps Engineer expressed his satisfaction with the work done.

C. E. ELLICOTT, JR.,
1st Lieut., Engrs. U. S. A.

On the morning of November 7th orders were received to hold the Regiment, less one company, ready to move on six hours' notice. Orders for this move were received at 1700 hours. The Regiment, less one company, was



CROSS SECTION OF BRIDGE No. 2.
SHOWING LOCATION OF SHAFTS
SCALE 1/8 = 1'

PLATE XLIV

TYPICAL METHOD OF BRIDGE DEMOLITION IN AMIENS, FRANCE

to move at 0800 hours on the 8th by bus to Roisel, thence by light railways to Brancourt, thence by road march to the Maretz area.

On the 8th this movement was carried into effect, Company A remaining at Franvillers engaged in infantry training and completing the odd jobs on the rifle ranges.

The movement was completed as scheduled with the exception that on account of a wreck on the light railways the Second Battalion arrived at Brancourt too late to continue the road march and were billeted for the night in Brancourt, completing the movement by march on the 9th.

The transport moved by road march from La Houssoye, staging the night 8th-9th at Maricourt, 9th-10th at Buire, 10th-11th at Nauroy and completing the movement on the 11th.

The Regiment had been called upon by the 4th British Army to assist in building a 60 CM track on an old demolished meter gauge road. The construction of this road was necessary on account of the broad gauge road which had been rebuilt becoming unserviceable by almost daily explosions of delayed action mines along the right of way. The following papers by Lt. H. A. Hamilton and Capt. Merwin Armstrong regarding the demolition of railroads and the reconstruction of demolished railroads gives a description of the work that was done:

REPORT OF METER GAUGE RAILROAD DEMOLITION BY GERMANS—ELINCOURT-MARETZ, OCTOBER, 1918

The following report of observation and deductions therefrom of demolitions of Meter Gauge Railroad from Brancourt-Elincourt-Maretz is submitted, concurring with instructions from C. O. 105th Engineer Regiment.

The section of railroad between Elincourt and Maretz was apparently the point at which the systematic demolition of the line was interrupted and left uncompleted due to accident to demolition detail or precipitous retirement. I followed this line to a distance of 3 miles South of Elincourt and found the demolition complete in detail. Little demolition had been effected from one and one-half miles West of Maretz to a considerable distance East of Maretz and such as had been accomplished was hurried and incomplete. The track and roadbed between these points showed plainly the plans and method of execution of this work.

My analysis of the plan and execution of this work is as follows: (a) (*See sketch, Plate XLV*) Rail Demolition. Mounds of earth, consisting of one full shovelful of earth, had been thrown up as tamping at each alternate rail joint. This, I presumed, had been done by labor troops. The demolition had progressed from South to North or from Elincourt to Maretz. This tamping was found for a distance of about 800 yards in advance of the first charge. There followed a distance of approximately 300 yards in which the tamping had been disturbed as though from removal of charge and in a few isolated cases I found charges in place without detonating cap. The charge proved to be a paper package or carton of yellow explosives, about 2½″ x 2½″ x 10″, weighing about one pound, and in the end of this an opening large enough to hold a No. 6 fulminate detonating cap. I later identified this as Perdite from a case of about 50 cartons which had been broken open but otherwise undisturbed. This lay a few yards West of the track near the Northern end of the section where the charging had been completed. South of the section in which the charges had been placed and removed I found the demolition had been completed and almost without a failure.

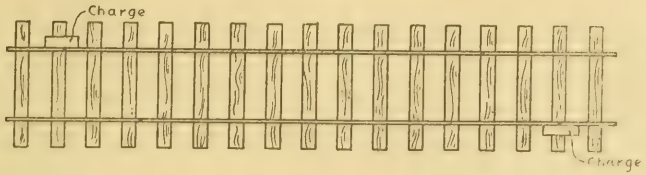
I derived from this evidence that three distinct parties and operations had been employed. Labor party, which proceeded about 1 kilometer in advance of charging party. Duty: to prepare tamping. Charging party 300 to 500 meters in advance of the exploding party. Duty: to insert charge properly. Detonating and exploding party, duty: to insert cap and time fuse, ignite and observe to insure success or recharging if a failure.

The success of this plan was shown in the

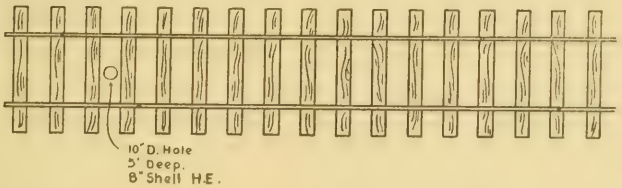
PLATE XLV

ENEMY RAILROAD DEMOLITIONS

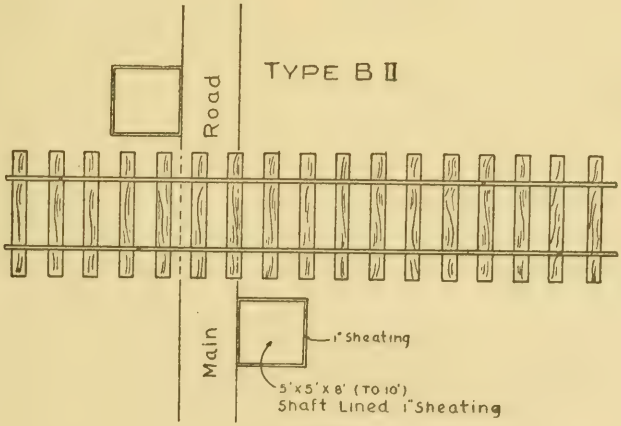
RAIL DEMOLITION



RAILROAD BED MINES TYPE B I



TYPE B II



Scale 1/8" = 1'

uniformity and completeness of the track South of Elincourt. I found long stretches in which every rail had one end so mutilated that the rail could not be used again.

(b) Roadbed mines. These were of two types. 1st, those placed at regular frequent intervals, designed only to destroy the roadbed. 2nd, a larger type placed at important road crossings, junctions and switch points.

(b-1) Holes about 10″ in diameter had been bored midway between rails and between ties. (*See sketch.*) These had been dug to a depth of 5 feet with a post hole digger or similar tool. 8″ H. E. shells were delivered at these points. I presume by a second party, because I found these close by the railroad with indications that they had been delivered by wagon or caisson. Beside each mine crater which I took to be the result of this type of mine I found a wicker carrying basket or nose protecting cap similar to those used for this type of shell.

These mines were spaced about 150 meters apart except where they came between two mines of type b-2, in which case they were spaced equally and varied between 200 and 100 meters. The crater resulting from this type of mine was about 15 feet in diameter and 5 to 6 feet in depth.

Plan of execution derived from these observations as follows:

1. Labor party. Duty, to dig holes at indicated places.

2. Shell party. Duty, to deliver shells at site.

3. Charging and exploding party. Duty, to place shell and prepare mine for detonation. Observation to insure success of explosion.

(b-2) These mines had been prepared well in advance of the actual need, judging from the careful workmanship and signs of completion for several weeks. They were then covered and left to be charged when needed. Size, 5′ 0″ x 5′ 0″ shaft, 8′ 0″ to 10′ 0″ deep (*see sketch*). Shaft sheathed with vertical sheathing and framing of wood. A close fitting cover closed and protected the shaft from weather and in several cases concealed by replacing disturbed earth and ballast. These were placed at diagonal corner or highway crossings and between tracks at importan switches or junctions, as close to the switch point as the size of the shaft would permit. I found several such shafts but none charged. A mine crater which I attributed to this type of mine was about nine feet deep and thirty feet in diameter.

The rails in a rail dump at Elincourt yard had been rendered unserviceable by the explosion of a few small charges in the center of the rail piles. The complete and uniform success of this demolition I attribute to:

(a) Thorough technical planning.

(b) Expert but economical supervision of execution and observation of success of explosion.

(c) Systematic execution with trained men doing critical part of work.

Hugh A. Hamilton,
1st Lieut., Engrs., U. S. A.

REPORT OF RAILROAD CONSTRUCTION BY CAPTAIN MERWIN ARMSTRONG, 105TH ENGRS. RAILROAD CONSTRUCTION

Railroad work carried out by this company comprised reconstruction and repair of demolished meter gauge one track line through Maretz, France, and its conversion to 60 cm. gauge. The road had been destroyed by the retreating Boche, who had systematically wrecked it by destruction of rails at alternate joints. In places shell craters had destroyed portions of the roadbed; except for occasional broken ties, the bed was little disturbed. 60 lb. per yard rail and 5-inch screw spikes through bearing plates were used in original construction.

The demolition was accomplished with one kilo cartons of Perdite, apparently detonated with cap and time fuse. About three shovels of earth had been dropped against inner side of rail at each alternate joint, the block had

been laid against the web of rails at the joint and the earth tamped about it. The detonators were evidently inserted later. It appeared that the work had been done by three parties, in a most systematic manner. With few exceptions, the charge, when detonated, had made a clean break of some six inches from end of each rail and put a twist in end of rail.

The reconstruction was accomplished as follows:

A detail of six men led off with sock-T wrenches, loosening the screw spikes. They took out 300 spikes per hour. Four men followed with end wrenches to take off fishplates. A detail of four men followed with lining bars to throw the rail to one side. When wrenches were not available they followed the first detail, who took out outside spikes only. In places the demolition had not been carried out. In this case the inside spikes of one rail only were removed and it thrown over to the new gauge. To save time and enable use of old switches the frogs were forced in some and the switch leads made 50 per cent longer than normal for 60 cm gauge. The throw bars were shortened and it was thus possible to use the old road material with nothing new, and without delay. A spiking crew of seventeen men, using 5-inch square spikes, put the rail down at the rate of 200 yards per hour. A lining crew of five men with a surfacing gang of six followed, finishing the work.

Where new rail was required, a similar organization was used for each rail, and two additional bolting crews of six men each preceded the spiking details. Push cars with number of men depending on length of haul brought up material. One push car was kept with the spiking crew, and a carrying party of sixteen men kept the rails, etc., moving up from it.

In crossing bridges, both rails were moved so that the track centered with the stringers. The deflection was effected by easement 150 feet each way. With a company of 120 men and sufficient tools it was possible to reconstruct 1000 yards of track per eight hours, where demolitions were most complete.

(Sigd.) Merwin Armstrong,
Capt., Engrs., U. S. A.

The regiment completed the work on this railroad on Nov. 15th. Reference to map Plate II is invited. This shows the railroad. Attention is also invited to Major General H. C. Holman's commendatory letter of Nov. 26th printed in front of this book. Under General Holman the regiment had worked on light railways from October 1st to 5th, 1st Battalion from October 23rd to November 1st, and the Regiment from November 9th to 15th.

On November 16th the regiment, less Company A, began the move back to join the Division and on the 17th the personnel had completed the movement and were again billeted in La Houssoye and Franvillers. The Engineer Train and the Regimental Transport returned by road march, staging the night of Nov. 16th-17th at Roisel and the night of Nov. 17th-18th at Bray, completing the movement on the 18th.

From Nov. 2nd to Nov. 11th, Capt. C. R. Humphreys with six men from the topographical section were engaged in surveying the Hindenburg line and the St. Quentin Tunnel, where the 30th Division had crossed on September 29th and 30th. Copy of this survey together with maps and report are found in Chapter X.

While the regiment was at Maretz on the railroad work a report was received at Division Engineer's office to the effect that it was reported that while the enemy held Montbrehain they had heavily mined the church there. Residents of Montbrehain, who had been there while the enemy occupied it, had given this report. An investigation was carried out by Lieut. Tucker, Adjutant of the 2nd Battalion, to find out the true status in the case. Following is his report upon his investigations:

HEADQUARTERS
2ND BATTALION, 105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES

November 13th, 1918.

MEMORANDUM TO C. O. 105TH ENGINEER REGIMENT:

1. In compliance with instructions in Memorandum Division Engineer's office, November 8th, 1918, to Lt. Col. Cothran, and forwarded to C. O. 2nd Battalion for attention, Lt. Tucker, with a detail of 16 men, was sent to Montbrehain on November 12th, 1918, to investigate the church at that place for mines. His report is given below:

"The church at Montbrehain is roughly rectangular, with dimensions about 40 feet by 80 feet. It faces West. Evidence of an old trench that had been dug around three sides of the church existed where the ground in places had sunk beneath the level of the general surface of the land about the church. On the North side of the church the trench had not been filled for a distance of 40 feet. This part had long been used as a dump for old cans and refuse. In front of the church, about twenty feet from the entrance, was an old well 50 feet deep. The sides of this well were examined for tunnels leading back to the walls of the church, but none were found.

"Holes one yard wide, two yards long, and going down until hard ground was reached (generally about five feet), were sunk at intervals of three yards in the old filled-in trench. Examinations were made of the sides of these holes next to the walls of the church to locate offshoots that might have been used to place explosives underneath the walls. None were found. No wires were encountered at any place. The remains of two dead bodies were found, one in the rear of the church and one on the South side.

"Inside the church there were two places that were sunken below the general level of the floor. The tile at these points was taken up, and holes to a depth of five feet were sunk. No vaults underneath were located. The ground immediately underneath the floor was very soft, but at a depth of five feet was almost impenetrable.

"In a building back of the church there lived an old man who, upon being interviewed, told the full history of the trench. He was made to help dig it by the Germans, and afterwards he and five of his companions filled it in. He states that the church is very old, having been built in 1623, and that it had been the custom to bury the dead bodies of the priests underneath the church. No one, however, knows how the bodies are carried below the floor, for there is no opening leading underneath. There are two suppositions as to why the Germans dug the trench. One is that they were trying to locate the secret passage underneath the church, believing that one existed. This is borne out by the distance from the church at which the trench was dug—about 12 feet—showing that care was taken not to disturb the main foundations of the walls. The other supposition is that the trench was dug with a view to mining the walls. The old man states that no mine was ever placed, so if this was the idea the Germans had in mind they abandoned it after the trench was dug. This civilian also explained why the ground immediately underneath the floor of the church was so soft. Originally the floor was five feet lower than at present, as was the custom in the old churches. It was, many years ago, filled up to bring it on a level with the ground outside."

GEORGE L. LYERLY,
Major, Engineers, U. S. A.
HARRY S. TUCKER,
1st Lieut. Engineers, U. S. A.
Acting Adjutant.

On November 17th orders were received to the effect that the 30th Division would be transferred to the American Expeditionary Forces, and that the Engineers and Engineer Train would move on Nov. 21st in three trains, the move to be by rail and the trip to require about 72 hours.

The time from Nov. 17th to the 20th was spent in turning in the British equipment and preparations for the move.

CHAPTER XIV

RECORD OF EVENTS FROM NOVEMBER 21ST, 1918, TO APRIL 28TH, 1919

On November 21st the Regiment, having "turned in" all British equipment that it had been issued other than the motor and horse transport, which had been purchased by the United States Government, began the movement which transferred it to the American Expeditionary Forces and was thereby detached from the British Forces.

The associations and affiliations with the British Forces and particularly the Australian Corps (with whom we entered our first big offensive) were most pleasant and will be remembered by the members of the 105th Engineers with a feeling of friendship and brotherhood that can be acquired only under such conditions and circumstances.

The movement was completed on November 22nd; the personnel of the Regiment and Engineer Train, with the horse transport, had moved in three trains by rail from Corbie to Beaumont and by lorries to Marolles. The motor transport under Capt. F. B. Warfield moved by road and did not complete their movement until November 24th, the lorries being in such poor condition that it was necessary to make many repairs en route. The commanding officer and adjutant moved by automobile and completed the trip at noon November 23rd. Division Headquarters was established at Ballon. (*For map of this area see Plate XLVI.*)

Many rumors as to what disposition would be made of the Division and the Engineers were heard, the most interesting being that the 30th Division would return to the United States before Christmas. However, this rumor proved to be very wild, for Marolles remained the home of the Regiment until March 3rd, 1919, when a movement to the "Forwarding Camp," Embarkation Center, was begun.

During this period, November 23, 1918, to March 3rd, 1919, the Regiment was engaged mainly in training and road work. Many replacements were received during the month of December which brought the personnel to over strength. In addition to these replacements many casualties were returned to the regiment and by the end of December the strength of the Regiment and Engineer Train totaled 49 officers and 1891 men, which figures are a fair average of the strength for the time the regiment remained in service during 1919. In the early part of January 14 officers were transferred from the Regiment to organizations in the Army of Occupation and a like number of officers were assigned to the Regiment.

For the infantry and engineering training engaged in during the time the regiment was stationed at Marolles the following copy of the schedule followed out for the week December 8th-14th gives an idea of the average work done.

HEADQUARTERS
105TH ENGINEERS
AMERICAN EXPEDITIONARY FORCES
FRANCE

December 8th, 1918.

MEMORANDUM No. 347:

1. The following program is announced for the Regiment during week December 8th-14th:

First Call for Reveille	0630	
Assembly	0640	
Reveille	0645	
Breakfast	0700	
Sick Call	0730	
Policing Billets	0730	0800
Policing Streets on which company is quartered	0800	0815
First Call for Assembly	0830	
Snappy Drill	0830	0900
Drill (including Physical Exercises)	0900	1130
Recall	1130	
Dinner	1200	
First Call for Drill	1315	
Assembly	1330	
Recall	1500	
Band Concert	1500	1545
Guard Mount (formal if designated)	1530	
First Call for Retreat	1545	
Assembly	1550	
Retreat	1600	
Call to Quarters	2100	
Taps	2130	

2. Five hours each day will be devoted to training, except Saturday and Sunday. Saturday morning will be devoted to a rigorous inspection of men, equipment, quarters and transportation. Saturday afternoon and Sunday will be given the men for rest and recreation. The same schedule relative to transport as carried out during previous week will be followed.

3. Thirty minutes each day will be devoted to close order Infantry Drill. Nothing less than perfection in executing any movement will be allowed to pass without correction. Especial attention will be given the appearance, clothing, set up and saluting of the men.

4. Each platoon will be given three hours, each week, instruction in aiming and sighting. Each company will prepare the necessary sighting bars and triangular dises. Proper care of the rifle will be impressed upon all ranks.

5. Officers and non-commissioned officers' schools will be continued. Engineer Field Notes issued by the Chief Engineer, American Expeditionary Forces, will be reviewed. The chapter on Bridges will require especial attention. I. D. R.—School of the Soldier, Par. 48 to 101; School of the Squad, Par. 101 to 159, will be reviewed; School of the Company, Par. 159 to 250, will be taken up in detail.

6. First Battalion will parade on Monday afternoon at 1400 hours. Second Battalion will parade on Friday afternoon at 1400 hours. Regimental Parade on Wednesday afternoon at 1400 hours.

By order of Colonel Joseph Hyde Pratt

WILLARD P. SULLIVAN,
Captain, Engineers, U. S. A.
Adjutant.

From December 4th to December 8th Company E, under command to Capt. George P. Murphy, was engaged in rebuilding the road to the ration dump at Beaumont.

On December 5th, 1918, a presentation ceremony was held on the regimental drill grounds and Lt. A. L. Rust, Co. D, Sgt. 1st Cl. Guy R. Hinson, Co. F, and Sgt. Herbert C. Champion, Sanitary Corps, were awarded the Distinguished Service Cross for gallantry in Action (*see Chapter XVI*). The formation was a battalion of four companies (B, D, C and F), in line, commanded by Brigadier General S. L. Faison of the 60th Brigade with Capt. Willard P. Sullivan, Adjutant. The presentation of the awards was made by Maj. Gen. E. M. Lewis, commanding 30th Division.

From December 6th to January 8th one platoon of Co. B, under command of 2nd Lt. Sidney E. Jennette was on detached service at Bonnetable (II American Corps Headquarters) as Corps Engineer troops. Their principal work while on this service was in repairing and improving Corps Headquarters by building roads, huts, kitchens, office fixtures, bath houses, etc. All of this work was executed in a most satisfactory manner.

From December 12th to December 21st 1st Lt. George S. Baldwin with a detail from Co. A and Headquarters Company and assisted by Lt. G. E. Wilson of the Medical Corps were engaged in testing and labeling all wells in the Division area. The following extract from the report on this work shows the general results obtained:

EXTRACT FROM REPORT OF 105TH ENGINEERS ON INVESTIGATION OF WATER SUPPLY IN 30TH DIVISION AREA

3. As each well was tested it was labeled for the amount of hydrochlorite it was necessary to add to purify the water. Only such wells were labeled that could be used for drinking water. No wells were labeled as bad; therefore, men of the 30th Division should only use water from wells that are labeled as fit for drinking purposes and every precaution should be taken to see that the proper amount of hydrochlorite is added to the water before it is used.

4. Unit commanders should make every effort to keep the surroundings of the wells in a sanitary condition. The sanitary condition of some of the wells at the time they were examined was very poor.

5. In general, the water supply of the 30th Division is good.

6. Each unit should be supplied with water cart or Lyster bag or some other means for treatment of the water with hydrochlorite and the men be required to procure drinking water from such vessels. Unit commanders will also see that these receptacles are filled from one of the wells that has been tested and that the proper amount of hydrochlorite has been added.

JOSEPH HYDE PRATT,
Colonel, Engineers, U. S. A.

From December 9th to December 14th a detachment of 12 men was engaged in erecting huts at Beaumont.

On December 11th the regiment was inspected by Colonel G. B. Pillsbury, Corps Engineer. The inspection was held with full equipment. After the inspection Colonel Pillsbury complimented Col. Joseph Hyde Pratt, commanding, on the splendid appearance of the Regiment.

During the month of December the regiment took part in divisional practice maneuvers on the 13th, 19th, 20th, 24th and 27th and one Brigade maneuver on December 10th.

An office was maintained at Division Headquarters at Ballon until January 18th, where a detail of carpenters and mechanics were constantly at work on repairs and improvements.

Christmas and every afternoon from Christmas to New Year's Day were given to the Regiment as a holiday. Contributions by the men and officers of the Regiment made it possible to have a Christmas tree for the boys and girls of Marolles. This proved to be a big success (thanks to the efforts of Captains Armstrong, Winthrop and Smith and the Chaplain, Lt. W. P. McElroy).

In addition to the regular infantry training, weekly parades were held by each battalion and on Wednesday there was a regimental parade or review. On January 8th, after a regimental parade and review, the regiment was formed in mass in the street at Marolles. At 3 P. M. it presented arms while the band played one stanza of "Nearer My God to Thee," in honor to the memory of the late ex-President Theodore Roosevelt. A photograph of this ceremony is reproduced in the Pictorial Section.

On Sunday, January 12th, the Regiment was formed in mass on the parade grounds and a special memorial service was held in honor of those whom the Regiment had lost in battle and from other causes. Col. Joseph Hyde Pratt presided at this service.

On January 21st the Division was reviewed by General J. J. Pershing, Commander-in-Chief of the American Expeditionary Forces, at the drill field near Tielle, France. Before the review several awards of the Distinguished Service Cross were made. Among those receiving the awards were Sergeant 1st Class James W. Holland and Pvt. Shug Wilson, both of Company D. The drill field was too far distant for marching to it and the Regiment was transported to and from the field in busses.

On January 28th the officers of the Division were called together on the same drill field when General Pershing presented other awards to those who had won them. On this occasion the Commander-in-Chief, after complimenting the officers of the Division on the

splendid record the Division had made, bade farewell and stated the 30th Division would soon be returned to the United States.

On January 29th there was held by each battalion a competitive platoon drill. In the First Battalion the 1st platoon of Company C and in the Second Battalion the 1st platoon of Company F won the honor of being the best drilled platoon in their respective battalions. This competition was continued on January 31st between the two winning platoons of the 29th with the result that the platoon from Company F won the honor of being the best drilled of the twenty-four platoons in the Regiment. In a competitive drill the same date to determine the best drilled soldier in the regiment, Private Frank R. Marley of Company A won the honor.

During the month of January, in addition to the regular schedule of training and infantry work, the Regiment engaged in repairs to roads to the extent of an average of ninety-four men per day for every day of the month, exclusive of Sundays. This road work consisted of the excavation of gravel for repairs and the repairing of the roads from Ballon to Marolles and from Marolles to Bonnetable and construction of a piece of road at Courcemont (*see Plate XLVI*).

Included in the schedule of infantry training was a course of instruction in the MacNabb system of musketry. For giving special instruction in this course, Lieutenants Edward W. Christie and R. E. Heinzen were sent to the Regiment from G. H. Q., American Expeditionary Forces. The following memorandums from Lt. Heinzen on the work accomplished by the Second Battalion are interesting to show the spirit in which the Regiment carried out whatever tasks were assigned:

REPORT OF RIFLE INSTRUCTION

January 20, 1919.

Memorandum to Col. MacNab, G-5, G. H. Q., American Expeditionary Forces:

1. Complete instruction in the MacNab course of musketry has been given the 2nd Battalion, 105th Engineers (30th Division), located near Marolles. The work was completed in 17 working hours, extended over a period of eight days.

2.

Comp.	Comp. Strength	Taking Course
"D"	250	5 Off. 58 NCO's 159 Privates
"E"	288	5 " 63 " 185 "
"F"	263	3 " 62 " 169 "

Difficulties or Interferences: None. Gravel details and delousing of clothing caused prolonging of course.

Weather conditions: Excellent.

Companies composed of 60 per cent seasoned troops, with 40 per cent casual replacements. Eighty per cent of total have had good range experience. No range is available here for further range work.

Request information of latest decisions regarding use of gun sling with Enfield rifles.

Working conditions in this battalion have been excellent, and the response of both officers and men was excellent. Secured probably the best results we have had in any of the instruction so far. Attention and quality of troops above normal. Complete coöperation of battalion commander with unlimited time for platoon instruction.

Next location: 3rd Battalion, 362nd Infantry; Monce-en-Saosnois (Sarthe).

(Sig'd.) R. E. Heinzen,
1st Lt., Inf., Corps Instruct.

HEADQUARTERS
2ND ARMY CORPS
AMERICAN EXPEDITIONARY FORCES
BONNETABLE, FRANCE

January 23, 1919.

Memorandum to Major Lyerly, Comm. 2nd Bn., 105th Engineers:

1. The course of musketry known as the MacNab course, and ordered taught throughout the entire American Expeditionary Forces, has been successfully completed by the entire 2nd Battalion, 105th Engineers. A total of 17 hours was given to the work by each platoon, the requirement specified by the G. H. Q. order being but 16 hours.

2. The work included four lectures: aiming, with corrective exercises for defective vision; position exercises; the "trigger squeeze," and rapid fire bolt manipulation. Each lecture followed by four hours' practical work by the three companies. This work is usually given just preliminary to the start of active range firing, and if the battalion at any time in the future before demobilization should take up range work, I advise a review of the course under the direction of company officers.

3. In conclusion, I desire to express to you my sincere thanks in appreciation of your personal hearty coöperation. I have found in this battalion an unusual response, and have remarked on that in my report to G. H. Q. I found the men and officers of the company ever willing to devote all the efforts needed to make the course a success.

(Sig'd.) R. E. Heinzen,
1st Lieut., Infantry,
Instructor G-3, Hq. 2nd Army Corps.

On February 3rd the regiment received orders to begin movement to the Forwarding Camp, Embarkation Center, on February 8th. On February 5th further orders were received delaying this movement to February 10th and on February 6th orders were received revoking the orders to move to the Forwarding Camp and directing the Commanding Officer to report to the Commanding General, American Embarkation Center, Le Mans, for road construction work.

Owing to delays in obtaining equipment for working the roads and the completion of plans for doing this work the Regiment could not proceed until February 17th. Until this date the regular routine of infantry and engineer training was followed out.

On February 18th at a ceremony at Belgian Camp, Lt. Albert L. Rust was awarded the British Distinguished Conduct Medal and Sgt. 1st Cl. H. Morgan, Corporals J. C. Black, C. F. Stephenson, and Private F. C. Rosemond were awarded the British Military Medal. All of these men were from Company D and the awards were made for gallantry in action during the Somme offensive while the division was attached to the IV British Army. The award of the British Military Medal was also made to Sgt. 1st Cl. W. H. McLean, but on account of his being on detached service at this time he could not be present to receive it in person.

The following orders and reports regarding the road work in the La Mans Area covers the period from February 16th to March 3rd, 1919:

HEADQUARTERS
AMERICAN EMBARKATION CENTER
A. P. O. NO. 762
AMERICAN EXPEDITIONARY FORCES

February 16th, 1919.

Memorandum to C. O. 105th Engineers:

1. In compliance with telegraphic instructions, Commanding General, S. O. S., your regiment has been designated for road work under the Maintenance Engineer of the Le Mans Road Section. This work will be carried on under the supervision of Captain G. G. Jacobosky, Engineer Corps, who is the Maintenance Engineer for the Le Mans Section. Your regiment has been assigned to the road in the Zone described as follows:

Bounded on the South by and including the Le Mans-St. Calais Road, N-157; on the East by Eastern boundary of the Le Mans Roads Section; on the North by and including road from Mortagne to Alencon Road, N-138. Also G. C. 38, Marise), and on the West by Le Mans-Alencourt Road, N-138. Also G. C. 38, road to Fresnay quarry.

2. You will be responsible for the work in this Zone under the supervision of the Maintenance Engineer. You will make daily report on forms furnished by the Section Engineer. These reports to be made to this officer. It is desired that priority be given the Le Mans-Alencon, N-138, then National roads. Engineering tools will be furnished

by the Section Engineer. Transportation of material will also be arranged for by this officer.

3. Five (5) trucks in charge of an officer with necessary chauffeurs and helpers, and in addition 21 men and 6 non-commissioned officers will report to Lieut. Holmes, Maintenance Engineer Headquarters, Le Mans. These trucks and personnel are to be used in conveying stone from the quarry at Fresnay and at the truck park near Le Mans, and will be given instructions at the Maintenance Engineer's Office. These men to be billeted as near as possible to the quarry at Fresnay. Arrangements for the billeting of your organizations in this area should be made with the Chief Billeting Officer of the R. R. and C. service, these Headquarters.

4. A survey will be made of all roads by officers under your direction, giving information as called for in the following sample table:

Route No.	Location		Condition	Repairs Needed	Stone Required	Stone on Hand	Remarks
	Kilo	Kilo					
N-138	29	30	Badly pot-holed	Patching drainage	30	20	
N-138	30	31	Pot-holed	do.	20	None	
N-138	31	32	Slightly pot-holed	do.	10	30	

These officers should decide the repairs needed and make an estimate of stone required and stone on hand along the roads. It is essential that this be done as soon as possible. Work on these roads will be done in accordance with methods outlined in Instructions and Plans, furnished by the Section Engineer.

By command of Major General Read:

R. K. Hale,
Colonel, G. S., A. C. of S.,
G-1.

WDF/FM

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

February 16th, 1919.

Memorandum No. 64:

1. (a) The 1st Battalion will have charge of the repair of the following roads:

Le Mans-Alencon,
Le Mans-Mamers-Cosme,
Mamers-Alencon,
Fresnay-Alencon,
Fresnay-Beaumont, and all other first class roads included within the areas bounded by the above roads, and the Le Mans-Bonnetable-Cosme Road.

(b) The 2nd Battalion will have charge of the repair of the following roads:

Le Mans-Bonnetable-Cosme,
Le Mans-Le Ferte,
Le Mans-St. Calais,
Cosme-St. Calais, and all other first class roads included within the area bounded by the above roads.

2. Battalion Commanders will assign the road, the road work to be done by each platoon, which will be carried on according to the plan outlined.

3. Daily reports will be made of work done, road surfaced or patched, drains cleaned, and amount of stone used, indicating where work was done, as:

Le Mans-Bonnetable Road between 10 K and 12 K posts.

4. Sketch of cross section of road and method of repair work attached. *See Plate XLVII.*

Joseph Hyde Pratt,
Colonel, Engineers, U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

February 16th, 1919.

FIELD ORDER
No. 3

1. Pursuant to verbal orders from American Embarkation Center at Le Mans, the 1st Battalion, less Company "B," and the 2nd Battalion, less Company "F," will proceed to the LE MANS-ALENCON-MAMERS-LA FERTE-ST. CALAIS road area, on Monday, February 17th, 1919, leaving MAROLLES at 0800 hours.

2. (a) The 1st Battalion, less Co. "B," will clear the PLACE DE L'EGLISE at 0800 hours and march to BEAUMONT, where the various units will be separated and will proceed to their designated billeting locations:

1st Battalion Headquarters to FRESNAY,
Co. "A" Headquarters and A-3 to BEAUMONT,
A-1 to LE BAZOGE,
A-2 to ST. MARCEAU,
A-4 to QUARRY,
Co. "C" Headquarters and C-2 and C-3 to FRESNAY,
C-1 to ALENCON,
C-4 to LE PT. OISSEAU.

(b) The 2nd Battalion, less Co. "F," will clear the railroad crossing in Rue BONNETABLE at 0800 hours and march to BONNETABLE where the various units will be separated and will proceed to their designated billeting locations:

2nd Battalion Headquarters to LE FERTE (CHERREAU),
Headquarters Co. "D" and D-2 to BONNETABLE,
D-1 to SARGE,
D-3 to COSNE,
D-4 to LA FERTE (CHERREAU),
Headquarters Co. "E" and E-1 to ST. MARS LA BRUIRE,
E-2 to BELGIAN CAMP,
E-3 to SCEAUX,
E-4 to FARM 1 k. from CONNERRE.

3. Battalions will take with them all transport, supplies and equipment.

4. Lorries will be provided for transporting supplies and equipment and will precede the troops. Instructions relative to distribution of lorries will be announced later.

5. Horse transport will follow behind the troop column.

6. March and Road Regulations will be strictly enforced.

7. (a) Instructions to Battalion Commanders regarding road work will follow.

(b) Communication will be maintained between Regimental Headquarters and Battalion Headquarters, between Battalion Headquarters and Company Headquarters, between Company Headquarters and Platoon Headquarters.

8. Regimental Headquarters will remain at MORALLES.

JOSEPH HYDE PRATT,
Col., Engrs., U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

February 17, 1919.

FIELD ORDER
No. 4

1. Company "B," less one platoon, and Company "F" will proceed to LE MANS-ALENCON - MAMERS - LA FERTE - ST. CALAIS road area on Tuesday, February 18th, 1919, leaving MAROLLES at 0900 hours.

2. (a) Company "B," less two platoons, will clear the PLACE DE L'EGLISE at 0900 hours, and march to BALLON, where one platoon will remain and be billeted, and the Second Platoon march to SOULIGNE, where it will be billeted. The First Platoon will proceed from MAROLLES by lorry to COULAINES, leaving at 0900 hours. The Third Platoon will remain at MAROLLES. Billeting areas of this company will be as follows:

Company "B" Headquarters and B-3 at MAROLLES.

B-1 at COULAINES.
B-2 at BALLON.
B-4 at SOULIGNE.

(b) "F" Company will proceed by lorry, leaving MAROLLES at 0900 hours. The lorry column will be in command of Commanding Officer of "F" Company and will proceed via BONNETABLE, CONNERRE, from which place the platoons will proceed to their designated billeting locations:

Headquarters Company "F" and F-3 to BOULOIRE,
F-1 to ECORPAIN,
F-2 to ARDENOY,
F-4 to ST. CALAIS.

3. Companies will take with them or send on in advance as directed all transport, supplies and equipment.

4. Lorries will be provided for transporting supplies and equipment and will precede the marching troops. Instructions relative to the distribution of lorries will be announced later.

5. (a) Horse transport of the Second and Fourth Platoons of "B" Company will follow the troop column. The horse transport of the 1st Platoon of "B" Company will follow the troop column to SOULIGNE and then proceed to COULAINES.

(b) The horse transport of "F" Company will proceed as a column under the command of a Sergeant to CONNERRE or BOULOIRE where the transport of each platoon will be separated and will proceed to its platoon location.

6. March and road regulations will be strictly enforced.

7. (a) Instruction to platoon commanders regarding road work will be forwarded through company commanders.

(b) Communication will be maintained between Platoon Headquarters and Company Headquarters.

8. Regimental Headquarters will be at MAROLLES. 1st Battalion Headquarters will be at FRESNAY. 2nd Battalion Headquarters will be at CONNERRE.

JOSEPH HYDE PRATT,
Colonel, Engrs., U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

February 17th, 1919.

MEMORANDUM—SUPPLEMENTAL TO FIELD ORDER No. 4, ROAD WORK:

1. (a) The First Battalion has charge of the repair of the following roads:

Le Mans-Alencon,
Le Mans-Mamers-Cosme,
Mamers-Alencon,
Fresnay-La Hutte,
Fresnay-Beaumont, and all other first class roads included within the areas bounded by the above roads, and the Le Mans-Bonnetable-Cosme Road.

"B" Company will have charge of the repair and maintenance of the Le Mans-Ballon-Mamers Road and the Dangeul-Marolles Road.

The Engineer Train will remain at Dangeul and will work on the roads assigned to "B" Company, as directed by the Commanding Officer Company "B."

(b) The Second Battalion has charge of the repair of the following roads:

Le Mans-Bonnetable-Cosme,
Le Mans-La Ferte,
Le Mans-St. Calais,
Cosme-St. Calais, and all other first class roads included within the areas bounded by the above roads.

"F" Company will have charge of the repair and maintenance of the Le Mans-St. Calais Road, and when completed, such other roads as the Battalion Commander may direct.

2. Battalion Commanders will assign the road work to be done, which must be carried out according to plan outlined, under the direct supervision of the Company Commanders.

3. Daily reports will be made of work done, roads surfaced or patched, drains cleaned and the amount of stone used, indicating

PLATE XLVI

ROAD MAP LE MANS AREA

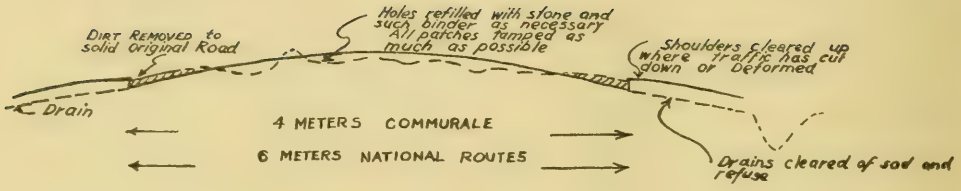


PLATE XLVII

ROAD SECTION, LE MANS AREA

where the work was done, as: "Drains cleaned, Le Mans-Bonnetable Road, 10 k. to 12 k. posts."

4. Lorries will be furnished when required for transporting stone from one kilometer to another along the road being repaired.

5. Sketch of cross section of road and method of repair work attached.

6. Map of roads in area attached.

JOSEPH HYDE PRATT,
Col., Engrs., U. S. A.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

FINAL REPORT ON ROAD REPAIRS INCLUDING MARCH 3, 1919

Road	Company	Average Men	Repairs	Remarks
LE MANS-CALAIS	"F"	200	Patching drains	Complete Belgium Camp to St. Calais
LE MANS-LE FERTE	"E"	210	Patching drains	Completed and patrolled to March 2nd 1 k. North of Belgium Camp to Le Ferte. Very little stone en route
LE MANS-COSME	"D"	196	Patching drains	Completed and patrolled March 3rd. Very little stone en route
LE FERTE-COSME	1 Platoon "D"	48	Drains	3 kilos from Le Ferte toward Cosme. 2 kilos, Cosme toward Le Ferte
LE MANS-BALLON-COURGAINS	"B"	215	Drains and patching	Completed to Courgains and patrolled to March 2nd
DANGEUL-MAROLLES	"B"	50	Drains and patching	Completed and patrolled to March 2nd
MAROLLES-BONNETABLE	"B"	50 men 2 days	Drains	2 kilos East Marolles
LE MANS-BEAUMONT	"A"	175	Drains and patching	La Bazoge to Beaumont completed except 3½ kilos between St. Marceau and St. Jaimme, patrolled to March 2nd, stone distributed to La Bazoge
BEAUMONT-ALENCON	"C"	196	Drains, patching	Completed Alencon 2 kilos South of La Hutte, patrolled to March 1st
FRESNAY-LA HUTTE	"A"	40	Drains, patching	Completed and patrolled to March 1st

GEORGE P. MURPHEY,
Capt., 105th Engineers.

COMMANDING OFFICER'S REPORT ON ROAD WORK IN LE MANS AREA

March 13th, 1919.

REPORT OF ROADS IN LE MANS-SEES-ST. CALAIS AREA

After tour of inspection over work covered by 105th Engineers, the attention of the Maintenance Engineer is drawn to the following report:

Le Mans-Ballon-Courgaine Road: The patches have held very well, but the road shows need of new repairs and continuous patrolling. Between Courgaine and Mammers the road is slightly pitted and should receive attention.

Le Mans-Beaumont-Alencon: The portions covered by this regiment are in very good shape, but attention is again called to the fact that there remains ten kilos toward Beaumont from Le Mans, 3 kilos between La Bazoge and St. Maceaire, 2 kilos North of Beaumont, and

3 kilos between Le Petit Oisseau and Alencon which were not worked. These portions, particularly South of Beaumont, are very bad and need continuous attention. There is sufficient stone along road South of Beaumont to make initial repairs to Le Mans and likewise North of Le Petit Oisseau to complete the repairs in question. It will be necessary to transfer this stone in trucks; however, it is not necessary to haul from the quarry for immediate repairs.

The Le Mans-Bonnetable-Cosme Road has held up very well, but shows signs of depreciation and needs patrolling. The portion between three and five kilos North of Savigne l'Eveque was not worked and shows need of immediate attention. There is sufficient stone along the road to make the initial repairs, but not enough to continue patroling.

The Le Mans-Connerre-Le Ferte Road has held up very well, but should have patrols established. Very little stone is available.

The Le Mans-St. Calais Road is in good shape St. Calais to Ardenay. From Ardenay to Belgian Camp the road needs patrolling. There is sufficient stone on the hill West of Ardenay to make the repairs.

The Le Ferte-St. Calais Road is in excellent condition.

The Le Ferte-Bonnetable Road was not worked throughout, and shows need of attention.

The Cosme-Le Ferte Road has been considerably improved by work of troops in that area, but needs a great deal of work and stone. There are about 50 cubic meters of stone seven kilos East of Cosme which could be used to make slight repairs, but it will require several carloads to put the road in shape.

The Le Mans-Sees Road is in very good shape, and has sufficient stone along the route to complete the repairs needed.

The Sees-Le Mile-Sur Sarther-Mamners Road is in good condition, and apparently not used by heavy traffic, and it shows little signs of depreciation.

JOSEPH HYDE PRATT,
Colonel, Engrs., U. S. A.

LETTER OF COMMENDATION FROM LT. COLONEL POWELL, DISTRICT ENGINEER, LE MANS ROAD DISTRICT OFFICE OF THE DISTRICT ENGINEER

PLACE SCARRON
LE MANS—SARTHE
March 14th, 1919.

FROM: District Engineer, Le Mans Road District, A.P.O., 762.
TO: Col. Joseph Hyde Pratt, Commanding Officer 105th Engrs.
SUBJECT: Road Work.

1. On the eve of departure of your regiment I wish to express my appreciation of the work your regiment has done.

2. Your officers and men have entered into the spirit of the order, requiring the maintenance of roads, with enthusiasm. The work accomplished, under trying circumstances, is excellent and will result in a considerable saving for the United States and France.

O. N. POWELL,
Lt. Col. Engineers, U. S. A.,
District Engineer Le Mans Road District.

PERIOD FRÒM MARCH 3RD TO APRIL 28TH, 1919

On Saturday, March 1st, warning orders were received at Regimental Headquarters that the Regiment would probably begin the movement to the Forwarding Camp at Le Mans on Monday. The next day was spent in preparation for the movement, orders having been issued by Regimental Headquarters. On Monday Headquarters moved from Marolles to Souligne; the 1st Battalion concentrated at Montbizot, and the Second Battalion, less Company E, moved to Savigne l'Eveque. Company E remained at St. Mars les Briere and worked on the road leading from that town to Connerre.

On Tuesday, March 4th, Regimental Headquarters and the 1st Battalion moved to the Forwarding Camp. This movement was made partly by lorry and partly by march.

On arrival at the Forwarding Camp the troops were billeted in the tented area. The 2nd Battalion moved to the Forwarding Camp on the next day, going by march. The 1st Battalion was deloused and moved over to the barracks, and the 2nd Battalion took the space they vacated in the tented area.

From Wednesday, March 5th, until Saturday, March 16th, the Regiment remained intact at the Forwarding Camp. The time was spent in inspections and in getting equipped for the journey home. Each day the Regiment was called upon to furnish innumerable details for working around the camp. The 2nd Battalion did not complete the delousing of the troops until Sunday, March 9th, at which time all of the troops of the Regiment were located in the barracks. On Monday, March 10th, the entire Regiment marched to Division Headquarters, where Major General Lewis, the Commander of the 30th Division, affixed the battle streamers to the Regimental Colors.

On Saturday, March 15th, Companies A and B entrained at the Spur, Forwarding Camp, at 3:15 P. M. for St. Nazaire. The trip was made without mishap, the troops arriving at Camp No. 2, Embarkation Camp, St. Nazaire, at 6:00 A. M. the following day. They were given physical examination at 9:00 A. M. on the same day (March 16th) and moved to Camp No. 1. There the troops of these two companies were located in Blocks F and E.

The remainder of the Regiment entrained at the Spur at 3:15 P. M., March 16th, for St. Nazaire, and arrived without mishap at Camp No. 2, Embarkation Camp, St. Nazaire, at 6:00 A. M. on March 17th. The troops were given a physical examination at 9:00 A. M. and afterwards marched to Camp No. 1 and located in Blocks E and D.

The period from March 18th to March 30th was spent at Camp No. 1, Embarkation Camp. The time was principally taken up in inspections and fatigue details. Of the latter there were a great number, sometimes the entire Regiment being detailed out at the same time. There was only one parade during this period, this one being held on Tuesday, March 18th, by the Second Battalion. On Saturday, March 22nd, the Engineers played the permanent soldiers of the camp in baseball. The Engineers won, due to the masterful pitching of Captain Murphey. While at this camp the Engineers also played a team of Marines and won that game also. The men were very much interested in baseball, and the facilities for the game at this camp were the best they had seen. In fact the camp was exceptionally well organized. The officers were most efficient, and all details ran smoothly. The troops were comfortably fixed in barracks. Their messing arrangements were good, and they were given the greatest abundance to eat. One death occurred in the Regiment while the 105th was at this camp. Corporal Odom, Company B, died on Sunday, March 23rd, at Base Hospital No. 101, of pneumonia. Lt. Clarence S. Stroup was sent to hospital in St. Nazaire ill with the influenza. He did not rejoin his company before the Regiment left France.

On March 31st Companies A and B and Headquarters of the Regiment embarked on the steamer *Martha Washington* for America. This ship had come in on Wednesday, March 26th, and it was thought at first that the entire Regiment would go on it, but it was later found that only the companies designated could go. Colonel Joseph Hyde Pratt was the Commander of Troops on board the ship, and Lieutenant William L. Smith, Jr., his Adjutant. The trip across to Charleston was uneventful. The troops were rather crowded, but in their enthusiasm to get home they overlooked such discomforts. The sea was rough only for one day. In consequence there was little sea-sickness among the men. There were moving pictures for the men and quite a little boxing. The officers of the ship did everything in their power to make the journey a pleasant one for the men. The *Martha Washington* landed at Charleston, S. C., on Sunday, April 13th, 1919, about noon. The troops were loaded on waiting trains and taken to Camp Jackson, S. C., arriving before mid-

night. As soon as the troops arrived at Camp Jackson the different companies were assigned to Depot Battalions for the purpose of being mustered out. This work went along smoothly, and by Friday, April 18th, Company A, Company B and Headquarters Company had been mustered out. Only one officer from each company was left for the purpose of closing up the records of the company.

From March 30th till April 4th the remainder of the Regiment, under the command of Major George L. Lyerly, remained at Camp No. 1, Embarkation Camp, St. Nazaire, waiting for a ship to come in that would sail for Charleston. On Thursday, April 3rd, the *Zeelandia* arrived. The Engineers were designated as one of the units to go on it. Company D, Lieutenant Evans commanding, left the camp at 10:00 A. M., April 4th, to go on board as an advance party. The other companies of the Regiment embarked during the afternoon. Major George L. Lyerly was the Commander of Troops on board the ship, and Captain Harry S. Tucker, Adjutant.

The *Zeelandia* made the trip across the Atlantic in the same time as the *Martha Washington*, though it encountered heavier weather. The *Zeelandia* was overloaded 33 per cent. There were also five hundred and fifty colored troops aboard. In consequence, the trip was not as pleasant as it might have been. The *Zeelandia* had a fine complement of officers, and they did all in their power for the comfort of the men of the Army. The 105th Engineer Band, in charge of Sergeant Dunn, gave numerous concerts on the way over, much to the pleasure of both the men of the Navy and Army on board. Land was sighted early on the morning of April 18th. The ship entered the harbor of Charleston about 9:00 A. M. and docked at noon. Trains were waiting and took the troops to Camp Jackson. By midnight all of the Engineers had arrived and were billeted in the V block.

The troops arriving on the *Zeelandia* were assigned to Depot Battalions for the work of being mustered out. On April 19th the companies were deloused, and the paper work connected with demobilization was begun. Plans were made for the Engineers remaining undemobilized to parade in Winston-Salem on Wednesday, April 23rd, 1919, the War Department having granted the necessary permission. On April 20th Camp Detachments of the Engineers were formed. Lieut. Sidney E. Jennette was sent to Winston-Salem to make plans for the parade. The next day (April 21st) was spent in making preparations for the trip to Winston-Salem. The War Department had decided that only North Carolina members of the Regiment might be taken on the trip. In consequence an officer had to be left with each company for the purpose of mustering out the South Carolina and Tennessee men remaining in the Regiment. These men were mustered out on Tuesday and Wednesday.

The troops left for Winston-Salem on Tuesday, April 22nd. Two trains carried the Engineers to Winston-Salem. One left Camp Jackson at 9:00 A. M. and the other at 10:00 A. M. The route was via Charlotte and Barbour's Junction to Winston-Salem. The trip was unusually pleasant. Sandwiches had been prepared and loaded on each train. Barrels of lemonade were also on the trains, as well as fruits and cakes of all kinds. The preparation of the refreshments was under the direction of Captain Guy L. Winthrop, assisted by Sergeant Burton and Sergeant Martin. On the arrival of the trains in Winston-Salem the troops were met by a reception committee. They were conducted uptown, where there was a waiting line of automobiles. These machines quickly carried the soldiers to the private homes to which they had been previously assigned. Lieutenant Jennette was on hand, and informed Colonel Pratt that all plans for the parade on the following day had been completed.

The parade took place on Wednesday, April 23rd. This was one of the most eventful days in the history of the 105th Engineer Regiment. Every moment of the day was full of interest. The Reception Committee of Winston-Salem had prepared a most delight-

ful program for the Engineers. The town was thrown wide open to them. Everything was done for their pleasure. The parade started at 11:00 A. M. A rain on the previous night had cleared the air, and made the march for the soldiers easy. In the reviewing stand were many notables, including Governor Bickett and Senator Overman. After parading through the principal streets of the city the troops marched out to the Fair Grounds. Here the ceremony of presentation of the Distinguished Service Cross to 1st Lieutenant Frederick DeV. Sill, of New York, took place. The medal was presented by Colonel Joseph Hyde Pratt, with Captain Harry S. Tucker as Adjutant. Major George L. Lyerly commanded the troops, composed of Companies D, E and F. His Adjutant was Captain Guy L. Winthrop. After the ceremony of the presentation there were addresses by Governor Bickett, Senator Overman and Colonel Joseph Hyde Pratt, after which a picnic lunch was served to the soldiers by the ladies of the local Red Cross.

In the afternoon there was a baseball game between Elon and Davidson Colleges, to which the soldiers were given free admission. Supper was served by the girls of Winston-Salem College on the grounds of the College. Later there was a street dance on one of the streets near the center of the town. A supper was given to the officers of the Regiment out at the Country Club at 7:00 P. M. The supper was delightful, and every one had a most pleasant time. Toasts were responded to by the following members of the Regiment: Colonel Joseph Hyde Pratt, Major Reuben A. Campbell, Major George L. Lyerly, and Captains George P. Murphey, Harry S. Tucker, and Chaplain William P. McIlroy.

Two trains were used in carrying the troops back to Camp Jackson. One left Winston-Salem at 10:30 P. M., and the other left at 11:00 P. M. The ladies of the Red Cross had loaded the baggage car of each train with all kinds of good things to eat. The boys left the city declaring that they had never spent a more delightful day. The parade was a great success. The people of Winston-Salem will ever have a warm place in the heart of every man and officer of the 105th Engineer Regiment who was present in the city on that day.

The troops reached Camp Jackson from Winston-Salem at 8:00 A. M. on April 24th. The paper work connected with the mustering out of the men had been completed, and by the end of the day Companies C, D, E, F and the Band had been mustered out. The Engineer Train was not mustered out until the following day. On the evening of April 25th the Engineers remaining at Camp Jackson had a most enjoyable banquet at the Jefferson Hotel. Every one had a good time. On behalf of the officers and men of the Regiment, Major George L. Lyerly presented a handsome silver pitcher to Colonel Joseph Hyde Pratt. The following letter of appreciation was afterwards received from Colonel Joseph Hyde Pratt.

Camp Jackson, S. C.,
April 28, 1919.

To the Officers and Men
of the 105th Engineers.

Gentlemen:

It is impossible for me to express adequately my appreciation of the beautiful gift that you presented to me, on the eve of your departure to your homes to again take up your civilian work.

My close association with you, during the past two years, from the time of the organization of the Regiment; through its training period; and through the stirring and trying times of our eleven months overseas; and your wonderful response to the call to duty, and in carrying out to the minutest detail, quickly and efficiently all orders, has greatly endeared you all to me, and has created in me a personal affection and admiration for you.

The spirit with which both officers and men entered into the work assigned them, no matter how trying, or difficult, or dangerous; and the very efficient manner in which you performed it, has caused the 105th Engineers to be recognized as one of the more if not the most efficient regiment of the American Ex-

peditionary Forces. Your work has led to such expressions as:

"A very efficient engineer regiment."—Sir Claude Jacobs, C. G. II British Corps.

"No officers or men have shown as much interest in their work or done more efficient work than the 105th Engineers."—C. O., Le Mans Road District.

As you return home and again take up your civilian duties, I feel confident you will exercise the same spirit in your civil life that you did in your military career; and that the influence of the men of the Old 105th Engineers will always be for progress and good government in their community, state and country.

It is with a feeling of very keen regret, although I know it is for the best, that I see the regiment demobilized, and have to say farewell. May you one and all be as successful in the new work you will take up, as the regiment was in carrying out its part in the World's War.

In thanking you again for your thoughtful remembrance, I also wish to sincerely thank you for your loyalty, your coöperation, your efficiency and the splendid wholeheartedness that you put into your work.

Through the medium of our Regimental Historical Association, may we each keep in touch with the other to the mutual advantage of all.

With the best of wishes to you all.

Yours most sincerely,

JOSEPH HYDE PRATT,
Colonel 105th Engineers.

The records of the different companies of the Regiment were inspected by the Camp Inspector on Saturday, April 26th. On Monday the different companies, as well as Regimental Headquarters, were cleared of all their paper work. All of the officers of the Regiment had taken fifteen-day leaves. At 2:00 P. M., April 28th, 1919, Colonel Pratt and Captain Harry Tucker registered "out" of Camp Jackson, and brought the official life of the 105th Engineer Regiment to a close.

The Regimental Colors were delivered by Colonel Pratt to North Carolina Historical Commission at Raleigh, N. C. The following is a copy of the receipt given for them.

The North Carolina Historical Commission,
Office of the Secretary,
Raleigh.

May 1st, 1919.

Received on behalf of the State from Colonel Joseph Hyde Pratt the Colors of the 105th Engineers.

(Signed) R. D. W. CONNER,
Secretary N. C. Historical Commission.

CHAPTER XV

THE HONOR ROLL OF THE 105TH ENGINEERS

KILLED IN ACTION

Captain Bascom L. Fields, Company D, of Greensboro, N. C.
Killed in action in front of Bellicourt Sept. 29th, 1918.

1st Lieut. Ralph R. Marrian, Company B, of Watertown, N. Y.
Killed in action October 17th, 1918, near St. Souplet.

Sergeant William R. Martin, Co. F.,
Killed in action Sept. 29th, 1918.

Supply Sgt. John D. Huffman, Engr. Train, of Hickory, N. C.
Killed by enemy bomb July 16th, 1918.

Corporal John F. Compton, Co. A., of Rogersville, Tenn.
Killed in action September 28th, 1918.

Corporal Ray Stroman, Co. F., of Topeka, Kansas.
Killed in action August 28th, in gas attack Canal Sector, Ypres Front.

Corporal Albert G. McKay, Co. C., of Kannapolis, N. C.
Killed in action October 8th, 1918.

Corporal Charles H. Woods, Co. E., of Greenville, Mo.
Killed in action September 29th, 1918.

Private, 1st Class, Henry P. Demeron, Co. C., of Hickory, N. C.
Killed in action October 9th, 1918.

Private, 1st Class, Robert Dougherty, Co. D., of Charleston, Tenn.
Killed in action September 29th, 1918.

Private, 1st Class, Fred Farmer, Co. B., of Cleveland, Tenn.
Killed in action October 17th, 1918.

Private, 1st Class, Troy F. Johnston, Co. E., of Elizabethtown, N. C.
Killed in action September 29th, 1917.

Private, 1st Class, Hobson K. Knotts, Co. F., of Charlotte, N. C.
Killed in action September 29th, 1918.

Private, 1st Class, Henry V. Soard, Co. B., of New Tazewell, Tenn.
Killed in action October 17th, 1918.

Private, 1st Class, Robert G. Tate, Co. E., of Winston-Salem, N. C.
Killed in action September 29th, 1918.

Private William C. Barlow, Co. F., of Ashford, Ala.
Killed in action August 28th, gas attack, Canal Sector, Ypres Front.

Private Harvey T. Chadwick, Co. D., of Charlotte, N. C.
Killed in action September 29th, 1918.

Private Henry M. Johnson, Co. D., of Graham, N. C.
Killed in action September 29th, 1918.

Private George Klem, Co. E., of Terre Haute, Ind.
Killed in action October 18th, 1918.

Private Dave Lee, Co. F., of Danville, Va.
Killed in action August 28th, gas attack, Canal Sector, Ypres Front.
Private Augustus G. Love, Co. F., of Elko, S. C.
Killed in action September 29th, 1918.

DIED OF WOUNDS

2nd Lieut. Charles A. Speas, Co. B., of Catawba, N. C.
Wounded in action October 17th and died of wounds October 25th, 1918.
Sergeant Henry O. Carpenter, Co. D., of Gastonia, N. C.
Wounded in action September 29th, and died of wounds September 30th, 1918.
Corporal Eugene W. Huckabee, Co. D., of Columbia, Tenn.
Wounded in action September 29th, 1918, died of wounds September 30th, 1918.
Private Walter Duke, Co. D., of Albemarle, N. C.
Wounded in action September 29th, and died of wounds September 30th, 1918.
Private Howard R. Hamilton, Co. D., of Big Sandy, Tenn.,
Wounded in action September 29th, died of wounds September 30th, 1918.
Private John Hartis, Co. F., of North Charlotte, N. C.
Died of wounds August 25th, 1918.
Private Jacob L. Wells, Co. F., of Ybor City, Florida.
Died of wounds (gas), September 5th, 1918.
Private, 1st Class, Albert T. Corpening, Engr. Train, of Lenoir, N. C.
Wounded by airplane bomb July 16th, '18, died of wounds July 18th, 1918.
Private Harold E. Waldron, Co. E., of De Land, Fla.
Wounded in action October 18th, 1918, died November 5th, 1918.
Private, 1st Class, James H. Arnett, Co. F, of Charlotte, N. C.
Missing in action August 28th, 1918, gas attack, Canal Sector, Ypres Front.
Private, 1st Class, Jesse D. Grisdale, Co. F, of Charlotte, N. C.
Missing in action, August 28th, 1918, gas attack, Canal Sector, Ypres Front.

DIED FROM OTHER CAUSES

1st Lt., Howard O. Thorne, Co. C., influenza, about Nov. 5th, 1918.
Corporal Phillip Jennings, Co. E., influenza, October 31st, 1918.
Corporal Robert F. Williams, Headquarters Co., influenza, November 8th, 1918.
Corporal Charles L. Odom, Co. B., pneumonia, March 23rd, 1919.
Wagoner Ambrose W. Hoyle, Company B., broncho-pneumonia, November 23d, 1918.
Wagoner Clayton W. Starr, Co. C, accidentally killed by being run over by a water cart July 23rd, 1918.
Wagoner James R. Williamson, Co. B., accidentally killed when he jumped from R.R. car window in his sleep May 19th, 1918.

Cook Charles B. Coleman, Co. E., influenza, November 2nd, 1918.
Musician, 3rd Class, Demps Brown, Engr. Band, influenza, November 12th, 1918.
Private, 1st Class, John B. Callum, Headquarters Co., accidentally killed in motorcycle accident November 19th, 1918.
Private, 1st Class, Frank O. Girard, Co. A, broncho-pneumonia, December 1st, 1918.
Private, 1st Class, Ephraim Putnam, Co. B, broncho-pneumonia, December 2nd, 1918.
Private, 1st Class, Joe H. McDaniel, Co. E, influenza, November, 1918.
Private, 1st Class, James A. Hammer, Co. A, broncho-pneumonia, April 14th, 1918.
Private, 1st Class, Ephraim Putnam, Co. B, broncho-pneumonia, December 1st, 1918.
Private Robert Bowen, Co. D., influenza, November 3rd, 1918.
Private Charles E. Bowers, Co. E., broncho-pneumonia, November 25th, 1917.
Private Willie F. Cauthen, Co. E, broncho-pneumonia, Nov. 26th, 1917.
Private John Dougherty, Co. A, broncho-pneumonia, Dec. 9th, 1917.
Private Carl J. Dunford, Co. D., broncho-pneumonia, Dec. 8th, 1917.
Private John H. Elliott, Co. E., broncho-pneumonia, Nov. 27th, 1917.
Private John Hartis, Co. F., broncho-pneumonia, August, 1918.
Private James I. Inscoe, Co. E., broncho-pneumonia, Nov. 28th, 1917.
Private J. R. Lawrence, Co. A., pneumonia, July 25th, 1918.
Private C. G. Lentz, Co. E., broncho-pneumonia, Oct. 29th, 1918.
Private Eastley Maxwell, Co. B., broncho-pneumonia, Sept. 20th, 1918.
Private John K. Neely, Co. D., broncho-pneumonia, Feb. 21st, 1918.
Private Robert W. Ray, Co. C., broncho-pneumonia, Oct. 12th, 1917.
Private James M. Ryan, Co. D., broncho-pneumonia, Feb. 9th, 1919.
Private Raymond Smith, broncho-pneumonia, March 25th, 1919.
Private Joseph E. Todd, Co. F., broncho-pneumonia, Nov., 1917.
Private Leroy F. Tony, Co. C., broncho-pneumonia, Oct. 30th, 1918.
Private Carson A. West, Co. A., broncho-pneumonia, Nov. 20th, 1917.
Private Earnest M. Wortham, Co. A., broncho-pneumonia, Oct. 14th, 1917.

WOUNDED IN ACTION

Those entitled to wear wound chevrons are shown in Special Order No. 126, Headquarters 105th Engineer Regiment, dated September 13th, 1918, and Special Order No. 8, Headquarters 105th Engineer Regiment, from the Personnel Office, dated November 4th, 1918. These two orders are reproduced below:

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES

SPECIAL ORDER
No. 126 Sept. 13th, 1918.

1. Under authority of General Order 110, G. H. Q., July 17th, 1918, the right to wear a wound chevron, by each of the following, is hereby announced and made of record:

(a) For being severely wounded by bomb dropped from enemy aeroplane on night of July 16th, 1918:

First Lieutenant Albert H. Spence, Co. "B."
First Lieutenant Herbert A. Church, Co. "B."
Master Engineer, Sr. Grade, Walter E. Allen, 1333938, Hqrs. Co.
Pvt., 1st Class, Herbert C. Champion, 1328377, Sanitary Detachment.
Sergeant Clarence R. Duddreth, 1332487, 105th Engr. Train.
Corporal Fred M. Hildebrand, 1332491, 105th Engr. Train.

(b) For being severely wounded by enemy shell fire:

Sgt. Robert Mason, 1328454, Co. "A," August 31, 1918.
Sgt. Henry A. Moore, 1329669, Co. "F," August 21, 1918.
Cpl. Bell S. Elkins, 1328518, Co. "A," August 31, 1918 (2nd wound).
Cpl. Walter M. Williams, 1328456, Co. "A," July 31, 1918.
Pvt., 1st Class, Edward A. Hazelwood, 1329799, Co. "F," Aug. 21, 1918.
Pvt., 1st Class, Archie G. Johnston, 1985719, Co. "F," August 6, 1918.
Pvt., Alexander A. Brehil, 2196246, Co. "A," August 31, 1918.
Pvt. Millard T. Forbes, 1877880, Co. "A," August 31, 1918.
Pvt. John Hartis, 1329757, Co. "F," August 21, 1918.
Pvt. Samuel F. Newell, 1981014, Co. "F," August 21, 1918.
Pvt. Charles Straub, 1559074, Co. "F," August 21, 1918.

(c) For being slightly wounded by enemy shell fire:

2nd Lieut. Daniel McG. Williams, Co. "D," July 23, 1918.
Cpl. Bell S. Elkins, 1328518, Co. "A," August 2, 1918.
Cpl. Spurgeon A. Wilson, 1329720, Co. "F," August 21, 1918.
Pvt. Robert L. Price, 1328436, Co. "A," August 31, 1918.
Pvt. Ray Joslin, 2191681, Co. "C," August 24, 1918.
Pvt. J. C. Smith, 1328822, Co. "F," August 7, 1918.

By order of Lieutenant Colonel Pratt:
(Signed) Clarence E. Boesch,
Captain Engineers, U. S. A.,
Adjutant.

HEADQUARTERS
105TH ENGINEER REGIMENT
AMERICAN EXPEDITIONARY FORCES
PERSONNEL OFFICE

November 4th, 1918.

Special Order
No. 8

1. Under authority of General Order No. 110, G. H. Q., July 17th, 1918, the right to wear a wound chevron, by each of the following, is hereby announced and made of record:

(a) For being severely wounded by enemy shell fire:

Capt. Schenk H. Griffin, Company "A," Sept. 28/18.
1st Lieutenant Frederick H. McDonald, Company "E," Sept. 29/18.

M. E. Jr. Gr. Charles W. Ledbetter, 2439545, Hqrs. Co., Sept. 29/18.
Cpl. Claud O. Gamble, 1328325, Hqrs. Co., Sept. 29/18.
Cpl. Robert C. Adair, 1880621, Company "A," Sept. 28/18.
Pvt. 1st Cl. Carl G. Brown, 1328726, Company "B," Oct. 17/18.
Pvt. James C. Evington, 1873355, Company "B," Oct. 17/18.
Pvt. Jesse Wright, 2191279, Company "B," Oct. 17/18.
Sgt. 1st Cl. James W. Holland, 1329250, Company "D," Sept. 29/18.
Sgt. Samuel B. Suggs, 1329352, Company "D," Sept. 29/18.
Sgt. Porter V. Hamblen, 1329239, Company "D," Sept. 29/18.
Cpl. Eugene W. Huckaby, 1329239, Company "D," Sept. 29/18.
Pvt. 1st Cl. Robert B. Beach, 1329171, Company "D," Sept. 29/18.
Pvt. 1st Cl. Frank B. Cothran, 1329199, Company "D," Sept. 29/18.
Pvt. 1st Cl. Robert C. Maynard, 1329286, Company "D," Sept. 29/18.
Pvt. Howard R. Hamilton, 1329240, Company "D," Sept. 29/18.
Pvt. Otto L. Humphries, 1329260, Company "D," Sept. 29/18.
Pvt. Willis Manning, 1329282, Company "D," Sept. 29/18.
Pvt. John H. W. Morris, 1865888, Company "D," Sept. 29/18.
Pvt. Lewis H. Merrill, 1329297, Company "D," Sept. 29/18.
Pvt. Jay M. Motsinger, 1877824, Company "D," Sept. 29/18.
Pvt. Jake Phifer, 1329317, Company "D," Sept. 29/18.
Pvt. James F. Rodden, 1329334, Company "D," Sept. 29/18.
Pvt. Howard S. Steelman, 1329348, Company "D," Sept. 29/18.
Cpl. Henry G. McMahan, 1329459, Company "E," Sept. 29/18.
Pvt. Maroni Bigelow, 1552271, Company "E," Sept. 29/18.
Pvt. Seaborne Chandler, 1329428, Company "E," Oct. 5/18.
Pvt. Henry B. Keen, 1329552, Company "E," Sept. 29/18.
Pvt. Henderson P. Knowles, 1329451, Company "E," Sept. 29/18.
Pvt. Charles A. Maranville, 1329454, Company "E," Oct. 18/18 (2nd wound).
Pvt. Austin McGuire, 982105, Company "E," Sept. 29/18.
Pvt. Enoc B. Mullican, 1329564, Company "E," Sept. 29/18.
Pvt. Okey Talbert, 1559816, Company "E," Sept. 29/18.
Pvt. Woodard Lehman, 1329532, Company "E," Sept. 29/18.
Cpl. Bryan W. Woolen, 1329679, Company "F," Sept. 29/18.

(b) For being slightly wounded by shell and rifle fire:

Captain Merwin Armstrong, U. S. A., Company "D," Sept. 29/18.
Captain Francis B. Warfield, U. S. A., Stores Officer, Sept. 29/18.
Captain Thel Hooks, MC. U. S. A., Sanitary Detachment, Sept. 29/18.
Pvt. Roy E. Jones, 1865871, Headquarters Co., Sept. 29/18.
Pvt. Saul O. Roy, 1860620, Sanitary Detachment, Oct. 10/18.
Cpl. Amos F. Williams, 1328781, Company "B," Oct. 17/18.
Pvt. 1st Cl. Thomas Slater, 1567906, Company "B," Oct. 17/18.
Pvt. Thomas Hughes, 1688205, Company "B," Oct. 17/18.
Sgt. Lee Miller, 1328908, Company "C," Oct. 9/18.
Cpl. Charles A. Foster, 1328967, Company "C," Oct. 9/18.
Cpl. Napoleon B. Revis, 1328936, Company "C," Oct. 9/18.
Pvt. George H. Greenlee, 1878292, Company "C," Oct. 9/18.
Pvt. Dale O. Huffman, 1563024, Company "C," Oct. 9/18.

Pvt. James W. Roberts, 1559058, Company "C," Oct. 9/18.
Pvt. Berkley C. Stowe, 1328993, Company "C," Oct. 9/18.
Pvt. Asbury T. Taylor, 1329083, Company "C," Oct. 9/18.
Sgt. 1st Cl. Hugh J. McCorkle, 1329239, Company "D," Sept. 29/18.
Sgt. Walter F. Grigg, 1329234, Company "D," Sept. 29/18.
Cpl. William H. Bargartze, 1329168, Company "D," Sept. 29/18.
Cpl. Thomas L. Jenkins, 1329265, Company "D," Sept. 29/18.
Pvt. 1st Cl. Hughes Durham, 1329218, Company "D," Sept. 29/18.
Pvt. 1st Cl. Lawrence H. Clemmer, 1329210, Company "D," Sept. 29/18.
Pvt. 1st Cl. William H. Harris, 1329242, Company "D," Sept. 29/18.
Pvt. John B. Beach, 1329184, Company "D," Sept. 29/18.
Pvt. 1st Cl. Clarence E. Hovis, 1329253, Company "D," Sept. 29/18.
Pvt. Elmore Hill, 1329249, Company "D," Sept. 29/18.
Pvt. Sommey L. Hoppes, 1328329, Company "D," Sept. 29/18.
Pvt. Lee R. Mosley, 1329319, Company "D," Sept. 29/18.
Pvt. Cashus M. Morgan, 1862289, Company "D," Sept. 29/18.
Pvt. Joseph W. McCreary, 1329294, Company "D," Sept. 29/18.
Pvt. Meek B. Pearson, 1329314, Company "D," Sept. 29/18.
Pvt. 1st Cl. Charles M. Simmons, 1329344, Company "D," Sept. 29/18.
Pvt. Maynard C. Stephens, 1329350, Company "D," Sept. 29/18.
Pvt. Thomas E. Terry, 1329355, Company "D," Sept. 29/18.
Pvt. Monnie T. Vaughn, 1555426, Company "D," Sept. 29/18.
Pvt. Joe A. Vansteen, 2257916, Company "D," Sept. 29/18.
Sgt. Samuel B. Buckner, 1329536, Company "E," Sept. 29/18.
Sgt. Horace H. Denton, 1329418, Company "E," Sept. 29/18.
Sgt. Luther E. Holder, 1329545, Company "E," Sept. 29/18.
Sgt. Claud R. Nichols, 1329460, Company "E," Sept. 29/18.
Cpl. Shields L. Johnson, 1329550, Company "E," Sept. 29/18.
Cpl. Jesse H. G. Yongue, 1329686, Company "E," Sept. 29/18.
Pvt. Robert A. Bennett, 1329480, Company "E," Oct. 18/18 (2nd wound).
Pvt. William N. Brawley, 1329425, Company "E," Sept. 29/18.
Pvt. Lawson F. Burris, 1329425, Company "E," Sept. 29/18.
Pvt. Arlet Chambers, 1329193, Company "E," Sept. 29/18.
Pvt. George S. Debman, 1329435, Company "E," Sept. 29/18.
Pvt. Joseph J. Harris, 1875848, Company "E," Sept. 29/18.
Pvt. Handy W. Kay, 1320450, Company "E," Sept. 29/18.
Pvt. Charles A. Maranville, 1329454, Company "E," Sept. 29/18.
Pvt. John B. Murray, 1878136, Company "E," Sept. 29/18.
Pvt. Powell Plaster, 1329569, Company "E," Sept. 29/18.
Pvt. Eddie L. Stroud, 1865856, Company "E," Sept. 29/18.
Pvt. Harrison Strunk, 1559610, Company "E," Sept. 29/18.
Pvt. Henry E. Seudekum, 2196265, Company "E," Sept. 29/18.
Pvt. William A. Stone, 1329580, Company "E," Sept. 29/18.
Pvt. Cyril Slown, 505239, Company "E," Sept. 29/18.
Sgt. Lawrence W. Lawton, 1329706, Company "F," Sept. 29/18.
Pvt. Orvel Ernest, 1897279, Company "F," Sept. 29/18.

Pvt. George R. Fleenor, 1329751, Company "F," Sept. 29/18 (2nd wound).
Pvt. Henry McGee, 1987258, Company "F," Sept. 29/18.
Pvt. Riley Puckett, 1653389, Company "F," Sept. 29/18.

(c) For being gassed by enemy gas shells, in line of duty, on the dates shown opposite their names:

Sgt. Thurman F. Houser, 1328374, Sanitary Detch., Sept. 29/18.
Pvt. 1st Cl. Albert L. Jackson, 1328380, Sanitary Det., Sept. 29/18.
Pvt. George A. Tanner, 1328398, Sanitary Detch., Sept. 29/18.
Sgt. David E. Bass, 1328531, Company "A," Sept. 29/18.
Sgt. Clarence O. Green, 1328584, Company "A," Aug. 25/18.
Cpl. John P. Sisson, 1328435, Company "A," Aug. 25/18.
Cpl. Lawson Ballard, 1328581, Company "A," Sept. 29/18.
Cpl. Ernest B. Dempsey, 1328557, Company "A," Sept. 29/18.
Cpl. George H. Hewett, 1328542, Company "A," Sept. 29/18.
Cpl. Walter J. Padrick, 1328426, Company "A," Sept. 29/18.
Cpl. John C. Wylie, 2191903, Company "A," Sept. 29/18.
Wagoner Alonza Batton, 1328511, Company "A," Oct. 18/18.
Pvt., 1st Cl., Roy L. Miller, 1328551, Company "A," Aug. 25/18.
Pvt., 1st Cl., James D. Massengale, 1328550, Company "A," Sept. 29/18.
Pvt., 1st Cl., William T. Miller, 1328455, Company "A," Sept. 29/18.
Pvt., 1st Cl., James M. Rainey, 1328404, Company "A," Oct. 18/18.
Pvt., 1st Cl., Renzie Morgan, 1328580, Company "A," Sept. 29/18.
Pvt. John M. Barry, 1328606, Company "A," Aug. 25/18.
Pvt. William J. Bennett, 1328630, Company "A," Aug. 25/18.
Pvt. Benjamin R. Lyon, 1879981, Company "A," Aug. 25/18.
Pvt. Kenneth H. Moser, 1865889, Company "A," Aug. 25/18.
Pvt. William C. Wallace, 1879845, Company "A," Aug. 25/18.
Pvt. James Bird, 1567926, Company "A," Sept. 29/18.
Pvt. William S. Birchett, 1328588, Company "A," Sept. 29/18.
Pvt. Willis A. Burgess, 1877905, Company "A," Sept. 29/18.
Pvt. John D. Brady, 1873917, Company "A," Sept. 29/18.
Pvt. Jabe Hughes, 1328549, Company "A," Sept. 29/18.
Pvt. Mason Sanders, 2193914, Company "A," Sept. 29/18.
Pvt., 1st Cl., Renzie Morgan, 1328580, Company "A," Sept. 29/18.
Pvt., 1st Cl., Perry A. Adams, 1328836, Company "B," Oct. 17/18.
Pvt. James C. Frady, 1332545, Company "B," Aug. 25/18.
Pvt. John M. Foulkes, 1328684, Company "B," Oct. 17/18.
Pvt. Edwin L. Key, 1328695, Company "B," Oct. 17/18.
Pvt. Crawford W. McElreath, 1862290, Company "B," Oct. 17/18.
Pvt. Hal S. Wetmore, 1328826, Company "B," Oct. 17/18.
Pvt., 1st Cl., Fred C. Greer, 1328973, Company "C," Aug. 30/18.
Pvt., 1st Cl., Bill Higdon, 1329041, Company "C," Aug. 30/18.
Pvt., 1st Cl., William H. Mabe, 1329054, Company "C," Aug. 30/18.
Cook Lindsay B. Miskelly, 1329299, Company "D," Sept. 29/18.
Pvt. Fred Beavers, 1329170, Company "D," Sept. 29/18.
Pvt. Oscar Miller, 1880702, Company "D," Sept. 29/18.

Pvt. Russell D. Settlemyre, 1329342, Company "D," Sept. 29/18.
Pvt. Thedford Lewis, 1878058, Company "D," Sept. 29/18.
Sgt., 1st Class, Grover Y. Russell, 1329578, Company "E," Sept. 29/18.
Cpl. Forest P. Holland, 1329546, Company "E," Sept. 29/18.
Cpl. Phillip P. Jennings, 1329549, Company "E," Oct. 18/18.
Cpl. Joseph W. Moffitt, 1329561, Company "E," Sept. 29/18.
Cpl. Walter C. Pettus, 1329461, Company "E," Sept. 29/18.
Cpl. Charles W. Shepard, 1329466, Company "E," Oct. 18/18.
Cpl. Frederick M. Shipley, 1329579, Company "E," Sept. 29/18.
Cpl. William T. Williams, 1329584, Company "E," Oct. 18/18.
Pvt., 1st Class, Winfrey T. Martin, 1880479, Company "E," Oct. 18/18.
Pvt., 1st Class, Ules F. Reavis, 1329573, Company "E," Sept. 29/18.
Pvt., 1st Class, Robert L. Walker, 1329472, Company "E," Sept. 29/18.
Pvt., 1st Class, Homer Woods, 1329585, Company "E," Sept. 29/18.
Pvt. Robert A. Bennett, 1329480, Company "E," Sept. 29/18.
Pvt. Lucius S. Bellinger, 1329534, Company "E," Sept. 29/18.
Pvt. Frank C. Cunningham, 1329538, Company "E," Sept. 29/18.
Pvt. Clarence F. Denton, 1329613, Company "E," Sept. 29/18.
Pvt. George Earp, 1878195, Company "E," Oct. 18/18.
Pvt. William P. Hester, 1329543, Company "E," Sept. 29/18.
Pvt. Caswell Huggins, 1329548, Company "E," Sept. 29/18.
Pvt. George Haste, 1329499, Company "E," Oct. 18/18.
Pvt. Roy Huffman, 1329444, Company "E," Oct. 17/18.
Pvt. John W. Hopkins, 1879816, Company "E," Oct. 18/18.
Pvt. Charlie F. Jones, 1329448, Company "E," Oct. 18/18.
Pvt. Charlie G. Lowery, 1879686, Company "E," Oct. 18/18.
Pvt. Charles B. Lentz, 1862255, Company "E," Oct. 18/18.
Pvt. Frank Marshall, 1329558, Company "E," Sept. 29/18.
Pvt. Marshall Mahoney, 1555157, Company "E," Oct. 18/18.
Pvt. James W. Miles, 1329559, Company "E," Sept. 29/18.
Pvt. Edward F. Mitchell, 1329548, Company "E," Sept. 29/18.
Pvt. Doc. C. Morgan, 1329562, Company "E," Sept. 29/18.
Pvt. Bion W. Nobles, 1329567, Company "E," Sept. 29/18.
Pvt. William P. McKenna, 1329458, Company "E," Oct. 18/18.
Pvt. Sidney L. Perkins, 1329316, Company "E," Sept. 29/18.
Pvt. James M. Pressley, 1329570, Company "E," Sept. 29/18.
Pvt. Douglass Privette, 1329572, Company "E," Sept. 29/18.
Pvt. Joseph Rosen, 2191256, Company "E," Oct. 18/18.
Pvt. Joe Radford, 1860520, Company "E," Oct. 18/18.
Pvt. Broad G. Reavis, 1329661, Company "E," Oct. 18/18.
Pvt. John Smith, 1985961, Company "E," Oct. 18/18.
Pvt. Henry H. Smith, 1879722, Company "E," Oct. 18/18.
Pvt. Isaac P. Storey, 1879875, Company "E," Oct. 18/18.
Pvt. Carl D. Talbert, 1879813, Company "E," Oct. 18/18.
Pvt. Samuel Tripp, 1879887, Company "E," Oct. 18/18.
Pvt. George E. Tharpe, 1865864, Company "E," Oct. 18/18.
Pvt. Nat W. Vanhoy, 1329469, Company "E," Oct. 18/18.
Pvt. Charlie Wolf, 2196269, Company "E," Oct. 17/18.
Pvt. James G. Weeks, 1329473, Company "E," Oct. 17/18.

Pvt. Sam Weller, 1558722, Company "E," Sept. 29/18.
Pvt. Charles A. Maranville, 1329454, Company "E," Sept. 29/18.
Sgt. Earl L. Brown, 1985684, Company "F," Aug. 27/18.
Cpl. James E. Lowe, 1329781, Company "F," Aug. 25/18.
Cpl. George P. Arey, 2191562, Company "F," Aug. 25/18.
Cpl. Edward F. Stackle, 2191817, Company "F," Aug. 25/18.
Cpl. Harry E. Thames, 1329667, Company "F," Aug. 27/18.
Cpl. Spurgeon A. Wilson, 1329720, Company "F," Aug. 27/18 (2nd wound).
Pvt. Everett Starcher, 1559808, Company "F," Aug. 25/18.
Pvt. Lester A. Deitz, 1332544, Company "F," Aug. 25/18.
Pvt. Joseph E. Hilton, 1329765, Company "F," Aug. 25/18.
Pvt. Lunday Richmond, 1558884, Company "F," Aug. 25/18.
Pvt. Edgar L. Fisher, 1329750, Company "F," Aug. 25/18.
Pvt. James C. Wilmeth, 1985967, Company "F," Aug. 25/18.
Pvt. Paul J. J. Ross, 1329808, Company "F," Aug. 27/18.
Pvt. August Arnett, 1985872, Company "F," Aug. 8/18.
Pvt. Jacob D. Wells, 1884172, Company "F," Aug. 27/18.
Pvt. William T. Phillips, 1884693, Company "F," Sept. 29/18.
Pvt. George R. Fleenor, 1329751, Company "F," Aug. 27/18.

By order of Colonel Joseph Hyde Pratt:

(Signed) Zac P. Smith, Jr.,
Captain Engineers, U. S. A.,
Personnel Adjutant.

CHAPTER XVI

DECORATIONS AND CITATIONS

I. DECORATIONS AWARDED FOR BRAVERY IN ACTION

FIRST LIEUTENANT FREDERICK DEV. SILL

For conduct as set forth in the following citation, 1st Lt. Frederick DeV. Sill, Co. F, was awarded the British Military Cross and the American Distinguished Service Cross.

For the attack near PONCHAUX and GENEVE, France, 8th October, 1918, this officer with two platoons of Company F laid the jumping off tape for the 117th Infantry. The area over which his work was performed was almost constantly being shelled and gassed, the resultant casualties of which were a number of officers and men. The task under normal conditions would have been extremely difficult, requiring technical and deliberate judgment, but under actual conditions it was almost impossible of execution. In spite of the heavy shelling and machine gun fire Lt. Sill successfully accomplished his work in ample time for the troops to form and move off with the barrage. Upon returning to Hqs. to report his orderly was mortally wounded by shell fire. Lt. Sill immediately picked him up and carried him through an intense barrage which was then falling, to a point where assistance was secured. His coolness and successful handling of his extremely difficult task was most praiseworthy and merits unstinted commendation.

SECOND LIEUTENANT ALBERT L. RUST

For conduct as set forth in the following citation Master Engineer Rust was awarded the American Distinguished Service Cross, the British Distinguished Conduct Medal, and was promoted to the rank of second lieutenant, Corps of Engineers:

This non-commissioned officer in charge of a platoon which followed the first wave of the infantry into action 29th September, 1918, at BELLICOURT, for the purpose of clearing obstacles and preparing the road for artillery, was subjected to intense bombardment and machine gun fire. During the dense fog of that morning and the consequent difficulty of forming up in the HINDENBURG Line, this platoon worked to a point in advance of the infantry. By prompt organization of covering parties and utilizing of Lewis gunners, this non-commissioned officer kept his platoon intact, carrying out his work, captured 35 prisoners and destroyed 3 machine gun nests. While making a reconnaissance ahead of his platoon he personally took prisoners nine Germans after wounding their officer. His gallant conduct and successful handling of his platoon in the face of the enemy resulted in the successful operation and safe return of the platoon.

SERGEANT 1ST CLASS HERBERT O. CHAMPION (NO. 1328377), MEDICAL DETACHMENT

Sergeant Champion received the American Distinguished Service Cross for the following:

This soldier on the night of the 16th of July, 1918, near PROVEN, BELGIUM, when four other men were wounded by a bomb from enemy aircraft, helped those wounded men to the infirmary and materially assisted the surgeon in attending to them. Although himself suffering from wounds received from the same explosion it was not until these four men had been thoroughly provided for that he made known his own serious injury and requested treatment.

SERGEANT, 1ST CLASS, GUY B. HINSON (NO. 1329688), COMPANY F

For the acts cited below Sergeant Hinson was awarded the American Distinguished Service Cross:

On the night of 27/28 of August, 1918, in the CANAL SECTOR of BELGIUM, during a gas cloud attack upon the enemy, this non-commissioned officer had charge of a platoon handling one of the gas trains. A momentary change in the wind creating a "back lash" completely enveloped him and his platoon in the highly concentrated cloud. With extreme coolness and presence of mind Sergeant Hinson led the majority of his platoon around obstacles, through wire entanglements to a point beyond the cloud. Although at this time there was not sufficient air to support life, he returned and successfully penetrated the cloud four times, collecting and leading others to the main party; whereupon learning of several still missing, he returned a fifth time and found all but two of the missing men. His excellent leadership, fearless exposure and remarkable courage saved many lives which otherwise would have perished.

SERGEANT, 1ST CLASS, JAMES W. HOLLAND (NO. 1329250), COMPANY D

Sergeant Holland was awarded the American Distinguished Service Cross for the following act of bravery:

In the attack on the HINDENBURG LINE, 29th September, 1918, this non-commissioned officer was wounded early in the engagement. Regardless of his suffering he rendered such assistance as was possible, and supervised the evacuation of the wounded, refusing to allow himself to return for treatment until his second in command had arrived and he had given him necessary instructions. His cool and cheerful bearing inspired his men to emulate his distinguished conduct.

SERGEANT, 1ST CLASS, WILLIAM H. MCLEAN (NO. 1329295), COMPANY D

For conduct as cited below Sergeant McLean received the British Military Medal and was "cited" in Division Orders:

This non-commissioned officer was second in command of a platoon of D Company, 105th Engineers, during the engagement 29th September, 1918, at BELLICOURT. This platoon followed the first wave of the infantry for the purpose of clearing obstacles and preparing the road for the artillery. This aided the platoon commander in maintaining organization of the platoon when subjected to intense artillery and machine gun fire. His conduct was an inspiring example to all of his command.

SERGEANT, 1ST CLASS, HAMPTON MORGAN (NO. 1329302), COMPANY D

For his action as cited below Sergeant Morgan received the British Military Medal and was "cited" in Division Orders:

At the commencement of the engagement 29th September, 1918, near BELLICOURT, this non-commissioned officer's platoon commander was killed, and due to other casualties the platoon became somewhat disorganized. Sergeant Morgan immediately took charge, reorganized and carried out the original plans without loss of time. Although subjected to heavy shell and machine gun fire, and notwithstanding the aforementioned handicap, this portion of the operation was successfully carried out.

CORPORAL JOHN C. BLACK (NO. 1329173), COMPANY D

For his actions as given below Corporal Black received the British Military Medal and was "cited" in Division Orders:

During the operation 29th September, 1918, northwest of BELLICOURT, in the face of severe shell and machine gun fire, this non-commissioned officer organized his own squad and a squad of Australians for the purpose of constructing a bypass around a heavy

crater in the road. He was not deterred by a machine gun attack from enemy planes which attacked him and his men during their work.

CORPORAL CHARLES F. STEPHENSON (NO. 1329349), COMPANY D

For his action as given below Corporal Stephenson received the British Military Medal and was "cited" in Division Orders:

During the engagement 29th September, 1918, at BELLICOURT, this non-commissioned officer was employed with his squad in planking over a shell hole in the road. While thus engaged his men were fired on from the flank. Corporal Stephenson detected the flash through the fog, grasped his rifle, and alone rushed the hostile group, killing one of the enemy, taking two prisoners and clearing the adjacent shell holes. His prompt action saved the lives of the men and permitted their carrying out the work without interruption.

PRIVATE FRANK C. ROSEMOND (NO. 1329336), COMPANY D

For his action as given below Private Rosemond received the British Military Medal and was cited in Division Orders:

During the operation 29th September, 1918, near BELLICOURT, this soldier was on duty as a guard while his squad was at work. Upon being halted by two Germans who had penetrated our lines he threw himself on the ground and shot them both, barely avoiding their fire. His presence of mind and immediate action permitted the continuance of the work without interruption.

PRIVATE SHUG WILSON (NO. 1329320), COMPANY D

For his action as given below Private Wilson was awarded the American Distinguished Service Cross:

During the engagement 29th September, 1918, near BELLICOURT, this soldier, acting as stretcher bearer during an intense bombardment of a sunken road, when all others had sought cover, volunteered to bring in Sgt. Henry O. Carpenter, severely wounded. Although knocked down twice by concussion of shells, which exploded a short distance from him, he gave unwavering assistance in dressing the wounds of Sgt. Carpenter, and later carrying him to shelter.

II. CITATION IN ORDERS FOR MERITORIOUS CONDUCT IN ACTION

The citations recorded below are extracts from Division Orders from Headquarters, 30th Division:

COLONEL JOSEPH HYDE PRATT, COMMANDING 105TH ENGINEERS

1. The following named Division Staff Officers, Brigade and Regimental Commanders are mentioned for their untiring zeal and entire devotion to the responsible duties of their respective positions during the operations of the 30th Division from September 29th to October 20th, 1918:

. . . . . .

Colonel Joseph H. Pratt, Commanding 105th Engineers.

. . . . . .

2. "The Division commander desires to express his appreciation of the loyalty and able assistance rendered him by the officers above mentioned as well as by all other officers of the Division staff, remarkable for its harmony, industry and efficiency."

LIEUTENANT COLONEL PERRIN C. COTHRAN, 105TH ENGINEERS

This officer is worthy of mention for exceptionally meritorious conduct in connection with the laying of the tape for the attack in the HINDENBURG line, 29th September, 1918. He personally supervised and examined the work and assisted in laying a large portion of the tape, though frequently interrupted by enemy machine gun fire. During the operations this officer was particularly resourceful and unceasing in his devotion to duty.

MAJOR GEORGE L. LYERLY, 2ND BATTALION, 105TH ENGINEERS

This officer rendered exceptionally meritorious service during the engagement from 29th September, 1918, to 20th October, 1918. Though suffering from illness and at times unable to leave his cot, he declined to be evacuated, but personally supervised the work of the Battalion. It is due to his foresight and initiative that the important work assigned to this Battalion was successfully carried out.

CAPTAIN GUY L. WINTHROP, CO. "B," 105TH ENGINEERS

This officer commanded "B" Company, 105th Engineers, in the engagement 16-17-18th October, 1918, in the ST. QUENTIN-CAMBRAI area. His conduct was most gallant and conspicuous for its fearlessness. At a time when one of his officers and non-commissioned officers had been killed, and a number of men wounded, resulting in a certain confusion in this platoon, Captain Winthrop at once, by efficient handling, reorganized the men and directed the continuance of their work. His personal behavior during the several operations was an inspiration to all ranks.

CAPTAIN GEORGE P. MURPHEY, CO. "E," 105TH ENGINEERS

In the operations of 29th September, 1918, this officer was in command of a platoon of engineers engaged in the work of opening forward roads for artillery and ammunition. The orders under which he was operating required that he carry on his work in the immediate rear of the attacking wave, which work was carried out with commendable courage and ability. With a small party he advanced into BELLICOURT before the enemy had been cleared from the village and while the operation of mopping up was still in progress in his rear, at which time considerable confusion as to direction due to the heavy fog and smoke existed among the attacking forces. With the utmost coolness he ascertained the correct direction of roads through the village and personally placed the signs giving location and direction. This officer's extreme coolness and bravery contributed in no small measure to the successful operations of that day, and he is deserving of the utmost praise.

CAPTAIN THEODORE E. SEELYE, CO. "F," 105TH ENGINEERS

During the operations in the MONTBREHAIN-BUSSIGNY area, 8th October, 1918, to 16th October, 1918, Captain Seelye acted as Liaison officer for his Regiment with the 59th Brigade. His Company was divided into two sections of two platoons each, and the sections were always on advanced work with the infantry, some distance from his Headquarters. This officer was practically without sleep and rest during this time, but was at all times in contact with his men, regardless of the location of their work. Without his absolute disregard to personal safety on account of enemy machine gun and shell fire, the Engineering work of his company would not have been accomplished under such extreme circumstances. His untiring zeal and extraordinary devotion to duty throughout the operations is notably courageous and is worthy of highest commendation.

CAPTAIN SCHENK H. GRIFFIN, CO. "A," 105TH ENGINEERS

This officer is to be specially mentioned for his unceasing efforts in laying the jumping off tape of the attack 29th September, 1918, near BELLICOURT, during which he and several members of his detail were severely wounded by shell fire and others were killed. He declined to be evacuated until all members of his party had been accounted for and the personnel reorganized to continue the work.

CAPTAIN GEORGE J. BROOKS, CO. "A," 105TH ENGINEERS

SERGEANT WILLIAM BRADFORD (1328562), CO. "A," 105TH ENGINEERS

SERGEANT JOHN L. MAYS (1328464), CO. "A," 105TH ENGINEERS

SERGEANT DANIEL J. MICHAEL (1328457), CO. "A," 105TH ENGINEERS

CORPORAL CLAY C. ROSS (1328445), CO. "A," 105TH ENGINEERS

CORPORAL WILLIAM R. ECKENROD (653098), CO. "A," 105TH ENGINEERS

PRIVATE, 1ST CLASS, IRA RIDDING (1558407), CO. "A," 105TH ENGINEERS

On the morning 11th October, 1918, the Commanding Officer of Company "A," 105th Engineers, was called upon to make a special reconnaissance of the LA SELLE RIVER from ST. MARTIN to a point half way between ST. BENIN and ST. SOUPLET to ascertain the best location to build bridges across the river and the material that would be required. The Commanding Officer of Co. "A," 105th Engineers, called for volunteers to accompany him on this mission, and the above men stepped forward after having been 48 hours without sleep and working all of the night before on detours around shell craters in the road between PREMONT and BOHAIN. The mission was accomplished under very heavy machine gun and shell fire. The untiring devotion of these men and disregard to personal safety is worthy of the utmost praise.

FIRST LIEUT. JOHN F. HILL, CO. "C," 105TH ENGINEERS

In the operations 16th October, 1918, this officer was given the task of constructing the crossing at the LA SELLE RIVER for the artillery for the following day. He went forward with the advancing infantry for reconnaissance and promptly returned and at once made plans, and under intense enemy shell fire constructed the crossing which was completed in sufficient time to pass the artillery which shortly followed.

FIRST LIEUT. ALEXANDER TAYLOR, CO. "A," 105TH ENGINEERS

This officer is deserving of meritorious mention for the gallant conduct in connection with the laying of the jumping off tape near BELLICOURT 28th September, 1918. His party was twice forced to discontinue its work because of enemy machine gun fire, but at the direction of Lt. Taylor they were finally successful in finishing their work in time for the troops to form up before Zero hour.

FIRST LIEUT. HARRY S. TUCKER, SECOND BATTALION, 105TH ENGINEERS

This officer is to be highly commended for his immediate action near BRANCOURT, 10th October, 1918, where Company D, 105th Engineers, was suddenly subjected to an intense enemy bombardment. Observing from a distance the confusion which took place, and though the area was being heavily shelled, he proceeded to the company and assisted in assembling it and its transport, leading them to a place of safety. His conduct was most praiseworthy.

FIRST LIEUT. JOHN TRESCOTT, CO. B, 105TH ENGINEERS

SECOND LIEUT. SIDNEY E. JENNETTE, CO. "B," 105TH ENGINEERS

FIRST SGT. FLOYD MITCHELL (1328629), CO. "B," 105TH ENGINEERS

During the engagement in the LA SELLE RIVER area between ST. QUENTIN and CAMBRAI, these officers and this soldier were sent forward to reconnoiter bridge sites along the LA SELLE river. This hazardous work, together with the location and selection of suitable material, was carried out in the face of enemy machine gun and enfilading shell fire. Later these officers and this soldier returned with their platoons and under heavy shell fire directed the construction of bridges at the points decided upon during the preliminary reconnaissance. Their conduct is deserving of the highest praise.

FIRST LIEUT. FREDERICK D. SILL, CO. "F," 105TH ENGINEERS

(Awarded American D.S.C. and British M.C.)

For the attack near PONCHAUX and GENEVE, France, 8th October, 1918, this of-

ficer with two platoons of Company F laid the jumping off tape for the 117th Infantry. The area over which his work was performed was almost constantly being shelled and gassed, the resultant casualties of which were a number of officers and men. The task under normal conditions would have been extremely difficult, requiring technical and deliberate judgment, but under actual conditions it was almost impossible of execution. In spite of the heavy shelling and machine gun fire, Lt. Sill successfully accomplished his work in ample time for the troops to form and move off with the barrage. Upon returning to Hqs. to report his orderly was mortally wounded by shell fire. Lt. Sill immediately picked him up and carried him through an intense barrage which was then falling, to a point where assistance was secured. His coolness and successful handling of his extremely difficult task was most praiseworthy and merits unstinted commendation.

FIRST LIEUT. GEORGE S. BALDWIN, CO. "A," 105TH ENGINEERS

SERGEANT WILLIAM M. JONES (1328421), CO. "A," 105TH ENGINEERS

CORPORAL DALLAS R. MC CURRY (1328450), CO. "A," 105TH ENGINEERS

These two non-commissioned officers accompanied their officer, Lieut. Baldwin, into BELLICOURT on the afternoon of 29th September, 1918, under sniper and heavy shell fire, to test wells. Having finished their task, and while leaving the edge of the village, an Australian Sergeant was severely wounded by shell fragments 75 yards back toward the center of the village. These two men, led by their officer, went to the Sergeant's rescue, bound up his wounds, and carried him 250 yards down the road to an aid post, all this under exceptionally severe shell fire. Their devotion to duty to a wounded Ally deserves commendation.

SECOND LIEUT. DON MC LEOD, CO. "F," 105TH ENGINEERS

This officer was in charge of a detachment of engineers on the night of 7-8th October, 1918, and ordered to lay a jumping off tape to be used in the attack made by this Division near MONTBREHAIN, France, on the morning of 8th October, 1918. The orders to place the tape were received too late an hour to permit of a daylight reconnaissance, so it was necessary to locate and place it at night under heavy machine gun and artillery fire. The mission was accomplished under unusually adverse conditions in close proximity to the enemy's lines. The courage and resourcefulness of this officer under the most trying circumstances is worthy of the highest commendation.

MASTER ENGINEER ALBERT L. RUST (1328259), CO. "D," 105TH ENGINEERS

(Since promoted 2nd Lieut., and awarded American D.S.C., and D.C.M., British)

This non-commissioned officer in charge of a platoon which followed the first wave of the infantry into action 29th September, 1918, at BELLICOURT, for the purpose of clearing obstacles and preparing the road for artillery, was subjected to intense bombardment and machine gun fire. During the dense fog of that morning and the consequent difficulty of forming up in the HINDENBURG Line, this platoon worked to a point in advance of the infantry. By prompt organization of covering parties and utilizing of Lewis gunners, this non-commissioned officer kept his platoon intact, carrying out his work, captured 35 prisoners and destroyed 3 machine gun nests. While making a reconnaissance ahead of his platoon he personally took nine Germans after wounding their officer. His gallant conduct and successful handling of his platoon in the face of the enemy resulted in the successful operation and safe return of the platoon.

MASTER ENGINEER ERIC C. SANDERS (1329671), CO. "F," 105TH ENGINEERS

On the night preceding the attack by this Division in the GENEVE area on 8th October, this soldier was second in command of a detachment of Engineers who were ordered

out to lay a jumping off tape to be used in the attack. A portion of the work was under his direct supervision. The operation was carried out successfully under heavy machine gun and artillery fire. The work to be performed was of a technical nature, requiring care and precision and coolness under fire. This soldier carried to successful completion the important work entrusted to him, displaying commendable courage under the most trying circumstances.

FIRST SERGEANT HENRY H. LONG (1328540), CO. "A," 105TH ENGINEERS

This non-commissioned officer while second in command of a party, while laying tape near BELLICOURT, 28th-29th September, 1918, where an enemy shell exploded killing and wounding several men and wounding his officer, at once assumed command and aided the evacuation of the wounded, reorganized the party and continued with the work up to a time when enemy machine gun fire required a temporary abandonment. As time was getting short Sergeant Long returned to the work and, with only one man assisting him, continued the work until knocked unconscious by a shell. His initiative and devotion to duty are well worthy of commendation.

FIRST SERGEANT FLOYD E. MITCHELL (1328829), CO. "B," 105TH ENGINEERS

PRIVATE JAMES V. LEMON (2191859), CO. "B," 105TH ENGINEERS

PRIVATE BRUCE R. DAWKINS (1328798), CO. "B," 105TH ENGINEERS

During the attack at ST. SOUPLET, 10th October, 1918, these soldiers were ordered to inspect dugouts in the town for mine traps. Upon arriving there they found themselves under heavy shell and machine gun fire and the enemy still in possession of half of the town. Although they had understood that ST. SOUPLET was in the possession of our troops and despite the intense hostile fire they continued their hazardous work with utter disregard for their own safety until their mission had been performed.

SERGEANT, 1ST CLASS, GUY R. HINSON (1329688), CO. "F," 105TH ENGINEERS

(Awarded American D.S.C.)

On the night of 27th-28th of August, 1918, in the CANAL SECTOR of BELGIUM, during a gas cloud attack upon the enemy, this non-commissioned officer had charge of a platoon handling one of the gas trains. A momentary change in the wind creating a "back lash" completely enveloped him and his platoon in the highly concentrated cloud. With extreme coolness and presence of mind Sergeant Hinson led the majority of his platoon around obstacles, through wire entanglements to a point beyond the cloud. Although at this time there was not sufficient air to support life, he returned and successfully penetrated the cloud four times, collecting and leading others to the main party; whereupon learning of several still missing, he returned a fifth time and found all but two of the missing men. His excellent leadership, fearless exposure and remarkable courage saved many lives which otherwise would have perished.

PRIVATE, 1ST CLASS, HERBERT O. CHAMPION (1328377), SANITARY DETACHMENT, 105TH ENGINEERS

(Awarded American D.S.C.)

This soldier on the night of the 16th of July, 1918, near PROVEN, BELGIUM, when four other men were wounded by a bomb from enemy aircraft, helped those wounded men to the infirmary and materially assisted the surgeon in attending to them. Although himself suffering from wounds received from the same explosion it was not until these four men had been thoroughly provided for that he made known his own serious injury and requested treatment.

SERGEANT, 1ST CLASS, JAMES W. HOLLAND (1329250), CO. "D," 105TH ENGINEERS

(Awarded American D.S.C.)

In the attack on the HINDENBURG Line 29th September, 1918, this non-commissioned

officer was wounded early in the engagement. Regardless of his suffering he rendered such assistance as was possible, and supervised the evacuation of the wounded, refusing to allow himself to return for treatment until his second in command had arrived and he had given him necessary instructions. His cool and cheerful bearing inspired his men to emulate his distinguished conduct.

SERGEANT, 1ST CLASS, WILLIAM F. FULLER (1328623), CO. "C," 105TH ENGINEERS

This non-commissioned officer in the engagement of 17th October, 1918, while in charge of the detail which acted as a carrying party for the construction of a bridge across the LA SELLE River, displayed remarkable tact and zeal in the handling of the men of his detail, and carrying out the task assigned to him, through heavy enemy shell fire. The manner in which Sergeant Fuller handled his men enabled material to be delivered to the bridge site, causing no delay in the construction and opening up of the bridge.

SERGEANT, 1ST CLASS, HAMPTON MORGAN (1329302), CO. "D," 105TH ENGINEERS

At the commencement of the engagement 29th September, 1918, near BELLICOURT, this non-commissioned officer's platoon commander was killed, and due to other casualties the platoon became somewhat disorganized. Sergeant Morgan immediately took charge, reorganized and carried out the original plans without loss of time. Although subjected to heavy shell and machine gun fire, and notwithstanding the aforementioned handicap, this portion of the operation was successfully carried out.

SERGEANT, 1ST CLASS, WILLIAM H. MC LEAN (1329295), CO. "D," 105TH ENGINEERS

This non-commissioned officer was second in command of a platoon of D Company, 105th Engineers, during the engagement 29th September, 1918, at BELLICOURT. This platoon followed the first wave of the infantry for the purpose of clearing obstacles and preparing the road for the artillery. This aided the platoon commander in maintaining organization of the platoon when subjected to intense artillery and machine gun fire. His conduct was an inspiring example to all of his command.

SERGEANT, 1ST CLASS, JAMES H. WAGNER (1329882), CO. "F," 105TH ENGINEERS

On the night preceding the attack carried out by this Division on 8th October, 1918, in the GENEVE area, this soldier was one of a party entrusted with the important mission of laying in place the jumping off tape to be used in the attack. The success of the mission was largely due to the ability, untiring energy and courage of this soldier. His actions and coolness under the intense artillery and machine gun fire were an inspiration to the other men of the party.

SERGEANT JAMES H. ATKINSON (1329699), CO. "F," 105TH ENGINEERS

During the operations in the vicinity of MONTBREHAIN on 7th October this non-commissioned officer was selected to go with a party for the purpose of testing water for drinking purposes, etc., which work was accomplished by him under severe enemy shelling. On night 7th October, 1918, in the GENEVE area this soldier was one of a party selected to lay the jumping off tape for use in the attack on the following morning, and carried out the important work entrusted to him in spite of the necessity of remaining entirely in the open under heavy enemy machine gun and artillery fire. On the following day he accompanied his platoon in its work of testing forward water supplies and searching for mines. This non-commissioned officer was continuously engaged on important missions for a period of 36 hours and accomplished all the tasks assigned to him in a highly creditable manner, displaying the utmost courage and tenacity. His conduct is deserving of the highest commendation.

SERGEANT FRANK J. CANNON (1328907), CO. "C," 105TH ENGINEERS

On 10th October, 1918, at PREMONT, this non-commissioned officer was directing the work of his platoon in the construction of a road around a large mine crater; this work was located by enemy artillery and heavy fire directed against it at intervals throughout the day. It became necessary to abandon the work intermittently, and at all times Sergeant Cannon remained at his post and waited for opportunities to push the work to completion. Sergeant Cannon's determination and zealous devotion to his mission enabled the holding together of his command and despite casualties and fatigue the road was opened up in time for the passage of artillery.

SERGEANT JOHN H. P. CILLEY (1322527), ENGINEER TRAIN, 105TH ENGINEERS

During the operations near MOLAIN and Aisne River 17th October, 1918, this non-commissioned officer was in charge of two wagons engaged in hauling bridge material for the purpose of building a bridge for the artillery. Owing to the heavy shell fire it was difficult for the transports to move. Sergeant Cilley reconnoitered the road, led the wagons to the designated place, unloaded and returned without casualties. His devotion to duty is worthy of the highest praise.

SERGEANT WILLIAM H. COUSAR (1329687), CO. "F," 105TH ENGINEERS

During the operations 8th October, 1918, in the GENEVE area carried on by this Division, this non-commissioned officer was designated a member of a party to explore for water and test wells for the supply of drinking water to the front line troops. He succeeded in obtaining a sample from a well in plain view of the enemy and amid heavy machine gun fire. As he was returning to his platoon he came to a dugout occupied by civilians who were greatly in need of water, but were unable to reach it on account of heavy enemy shelling and machine gun fire. Before returning to his platoon rendezvous he again exposed himself by returning to the well and supplying the wants of the civilians. His exceptional bravery is worthy of the utmost praise.

SERGEANT CLAUD R. NICHOLS (1329460), CO. "E," 105TH ENGINEERS

During the action of 29th September, 1918, when his company was on road work on RED Road between HARGICOURT and BELLICOURT Sergeant Nichols was wounded in two places in the leg by shell fragments. He declined to be evacuated and continued on the work under shell fire until directed by his platoon commander to go to a first aid station, where he was evacuated as a stretcher case.

SERGEANT FRANK L. SANDERS (1328919), CO. "C," 105TH ENGINEERS

On the afternoon of 17th October, 1918, Sergeant Sanders was directing his platoon in the construction of an advance water point for artillery on the LA SELLE River near MOLAIN, France, a heavy counter battery bombardment was directed at the site of the work by the enemy. Sergeant Sanders with exceptional determination directed his work to completion, and, acting under orders, led his men to a secure assembly point. During the heavy bombardment two of his platoon were wounded and became separated and Sergeant Sanders set out alone during the continued heavy shelling in search of the men, whom he located and assisted to shelter. By this prompt and daring action he led his platoon to safety after successfully accomplishing his mission.

SERGEANT AMOS F. WILLIAMS (1328781), CO. "B," 105TH ENGINEERS

During the advance across the LA SELLE River, 17th October, 1918, this non-commissioned officer with his platoon was detailed to accompany the advancing infantry for the purpose of locating and inspecting mines, traps, etc. While in performance of his duty under heavy shell fire from the enemy, a shell

exploded in their midst, killing two of his men and mortally wounding his commanding officer and seriously wounding himself. Despite his wounds he took charge of the remainder of his platoon, marched them to a place of less danger, then returned with several men, secured two stretchers from a first aid post and had the wounded of his platoon carried to a dressing station. He then supported Private Wright, who was wounded in the leg, to the dressing station. Upon reaching the dressing station he himself was given first aid treatment and sent to the hospital. The rapid recovery of the severely wounded is due to this man's prompt and efficient service.

CORPORAL JOHN C. BLACK (1329173), CO. "D," 105TH ENGINEERS

(Awarded the British Military Medal)

During the operation 29th September, 1918, northwest of BELLICOURT, in the face of severe shell and machine gun fire, this non-commissioned officer organized his own squad and a squad of Australians for the purpose of constructing a bypass around a heavy crater in the road. He was not deterred by a machine gun attack from enemy planes which attacked him and his men during their work.

CORPORAL FRED M. HILDEBRAND (1332491), ENGINEER TRAIN, 105TH ENGINEERS

On the night of 11th October, 1918, near RAMICOURT, this non-commissioned officer was put in charge of two wagons loaded with tools with instructions to deliver them at a designated place. The road was being heavily shelled and it was impossible to proceed with safety. Corporal Hildebrand reconnoitered on foot, returned and led the wagons to their proper places, unloaded and returned without casualties. His devotion to duty is worthy of the highest praise.

CORPORAL ALBERT MC KAY (1865857), DECEASED, CO. "C," 105TH ENGINEERS

On the morning of 8th October, 1918, on the ESTREES-MARETZ Road, at a point two and one-half miles northwest of MONTBREHAIN, this non-commissioned officer prevented many casualties by his unflinching and thorough performance of his duties as a runner. Sent with verbal instructions to platoon leaders, he passed unfalteringly through heavy enemy shell fire and informed the platoon leaders of the location of cover from the advancing enemy counter barrage and remained exposed and faithful to his mission until all were protected. He was badly wounded while returning to his company commander and subsequently died of his wounds.

CORPORAL JAMES R. MC NABB (1328257), CO. "E," 105TH ENGINEERS

During the action of 29th September, 1918, this soldier was a motorcycle dispatch rider between the company report center on the RED Road and Battalion Headquarters. He carried messages over this road at prescribed times, showing absolute disregard for personal safety and working under constant shell fire. During the action 8th to 12th October, 1918, Corporal McNabb was in charge of an advance Engineer Dump. He moved this dump forward as fast as the infantry advanced, establishing it at BECQUIGNY when the line was only a few hundred yards beyond. By his devotion to duty he made it possible for Engineer material to be available at the earliest possible minute when it was needed.

CORPORAL CHARLES F. STEPHENSON (1329349), CO. "D," 105TH ENGINEERS

(Awarded the British Military Medal)

During the engagement 29th September, 1918, at BELLICOURT, this non-commissioned officer was employed with his squad in planking over a shell hole in the road. While thus engaged his men were fired on from the flank. Corporal Stephenson detected the flash through the fog, grasped his rifle and alone rushed the hostile group, killing one of the enemy, taking two prisoners and clearing the adjacent shell holes. His prompt action saved

the lives of the men and permitted their carrying out the work without interruption.

PRIVATE EUGENE ALTPETER (2029203), CO. "A," 105TH ENGINEERS

On the night of 28th September, 1918, at HARGICOURT, when his platoon commander called for volunteers to assist him in laying the jumping off tape, Private Altpeter, although suffering from a very severely sprained ankle sufficient to incapacitate him for ordinary duty, insisted on accompanying the party and even carried a heavy roll of tape. He performed his share of the work of that night with a courage and devotion to duty worthy of the highest praise.

PRIVATE JAMES BOLLA (2034811), CO. "E," 105TH ENGINEERS

Private Bolla was a motorcycle dispatch rider between the company report center on the RED Road and Battalion Headquarters during the action of 29th September, 1918. He carried messages over this road at the prescribed time and under shell fire during the entire day, showing absolute disregard of personal danger. By his devotion to duty reports on the condition of the road were transmitted to the Battalion Headquarters at the earliest possible minute.

PRIVATE LAWSON BURRIS (1329425), CO. "E," 105TH ENGINEERS

During the action of 29th September, 1918, this soldier was working with a squad of Company "E," repairing a shell hole at the eastern edge of HARGICOURT, when a shell fell, severely wounding one man in the squad. A barrage then being laid on the road at this point and necessitating the suspension of the work for the time, Private Burris undertook to get the wounded man to a sheltered place. While so doing a gas shell fell, enveloping the two in a cloud of gas. With disregard to his own safety he put a gas mask on the wounded man, who was unable to help himself, and then adjusted his own mask. By his devotion to a wounded comrade he probably saved his life. Private Burris himself was severely gassed.

PRIVATE JOHN B. CALLUM (1328305), DECEASED, HEADQUARTERS CO., 105TH ENGINEERS

This soldier is specially mentioned for his conscientious performance of duty as a dispatch rider to the Commanding Officer 105th Engineers during all operations in which his organization participated up to the time of his death, 18th November, 1918.

PRIVATE ROBERT FOSTER (1882856), CO. "E," 105TH ENGINEERS

On the night of 7th October, 1918, west of RIQUEVAL, this soldier was detailed to locate an Engineer dump and deliver tools for the use of the Second Battalion in preparation of the attack for the following day. The exact location of this dump was unknown, but Private Foster was given a map and starting out through the darkness and rain, not only located the dump but taking personal charge of the Engineer Train conducted it through heavily shelled areas and delivered the tools at the place designated. All through the engagements in which the Second Battalion took part this soldier, as battalion runner, showed a fearlessness of danger, unusual ability in finding units, and a rare devotion to duty. His conduct is worthy of the highest commendation.

PRIVATE CHARLES JEFFERS (2940798), CO. "B," 105TH ENGINEERS

During the engagement in the LA SELLE River area, 17th October, 1918, a shell exploded in the midst of this soldier's platoon, causing many casualties. Disregarding the intense shelling, this soldier rendered first aid to the wounded and later carried one wounded lieutenant through this heavily shelled area to a point of safety.

PRIVATE EDGAR M. NEWMAN (1328393), MEDICAL DETACHMENT, 105TH ENGINEERS

In the attack on the Hindenburg Line 29th September, 1918, this soldier while assisting

in the advanced dressing station located in a sunken road, which was subjected to heavy enemy fire, worked with the utmost energy and fearlessness, assisting in carrying the wounded to the post and dressing their wounds. His conduct is worthy of the highest praise.

PRIVATE JOHN W. POWELL (1328784),
CO. "B," 105TH ENGINEERS

This soldier is to be complimented upon his gallantry as a runner through heavily shelled areas during the action from 29th September, 1918, to 17th October, 1918. His work during all engagements was conspicuous for its loyalty and devotion to duty.

PRIVATE WILLIAM M. ROCKETT (1329074),
CO. "C," 105TH ENGINEERS

On 17th October, 1918, at MOLAIN, France, this soldier was going forward as a member of a detachment on advance construction. Because of the heavy shell fire the material for this work became separated from the detachment. Private Rockett volunteered to go in search of the transport, which involved returning along a road under heavy enemy bombardment. Given permission to go, he searched until he located the unloaded material and reported back, without delay, to the leader of the detachment. His coolness and daring enabled the successful accomplishment of the mission.

PRIVATE FRANK C. ROSEMOND (1329336),
CO. "D," 105TH ENGINEERS
(Awarded the British Military Medal)

During the operation 29th September, 1918, near BELLICOURT, this soldier was on duty as a guard while his squad was at work. Upon being halted by two Germans who had penetrated our lines he threw himself on the ground and shot them both, barely avoiding their fire. His presence of mind and immediate action permitted the continuance of the work without interruption.

PRIVATE CHARLES A. SMITH (1328830),
CO. "B," 105TH ENGINEERS

This soldier showed exceptional bravery and devotion to duty during the advance across the LA SELLE River 17th October, 1918. While with his platoon and under heavy shell fire a shell exploded near his platoon, killing Lieutenant Marrian, two privates, and mortally wounding several others. He rendered first aid to the wounded and remained with them until stretcher bearers could be found to take the wounded to the hospital. His prompt action in rendering first aid so efficiently prevented much suffering among the wounded and greatly aided their recovery.

PRIVATE SHUG WILSON (1329320),
CO. "D," 105TH ENGINEERS
(Awarded American D.S.C.)

During the engagement 29th September, 1918, near BELLICOURT, this soldier, acting as stretcher bearer during an intense bombardment of a sunken road when all others had sought cover, volunteered to bring in Sergeant Henry O. Carpenter, severely wounded. Although knocked down twice by concussion of shells which exploded a short distance from him, he gave unwavering assistance in dressing the wounds of Sergeant Carpenter, and later carried him to shelter.

PRIVATE PAUL G. WRIGHT (1328677),
CO. "B," 105TH ENGINEERS

This soldier's gas mask was destroyed by the same shell which mortally wounded his platoon commander and seriously wounded all but one of the platoon's commissioned officers. In spite of heavy shell fire he remained at work, faithfully performing his duty, although it was ten hours before he could be provided with another mask. His conduct is deserving of much commendation. This occurred on 17th October, 1918, at ST. MARTIN RIVERE.

CHAPTER XVII

ROSTER OF REGIMENT AND ATTACHED PERSONNEL

As listed below the rosters show the following in personnel assigned and attached to the regiment during its existence, September 14th, 1917, to April 28th, 1919:

Unit	Officers	Enlisted strength
Headquarters and staff	25	...
Headquarters Company	..	191
Company A	16	419
Company B	9	289
Company C	16	419
Company D	9	389
Company E	19	448
Company F	15	422
Engineer Train	4	109
Engineer Band	..	32
Medical Detachment	12	46
Ordnance Detachment	..	6
Veterinary Detachment	2	3
Attached Personnel	11	79

HEADQUARTERS AND STAFF

Name	Rank	Date Assigned		Date Dropped and Reason	Permanent Address
Harley B. Ferguson Commanding Officer	Colonel		Sept. 12th, 1917	Aug. 27th, 1918 Appointed Brig. Gen. and assigned as II Corps Engr.	Corps of Engineers, U. S. Army
Joseph Hyde Pratt 2nd in command and Commanding Officer	Colonel	As Major As Lieut. Col. As Colonel	Sept. 12th, 1917 Nov. 11th, 1917 Oct. 9th, 1918	.....	Chapel Hill, N. C.
Perrin C. Cothran Adjutant, Commanding Officer 1st Bn. and 2nd in Command	Lieut. Col.	As Captain As Major As Lieut. Col.	Sept. 12th, 1917 Jan. 30th, 1918 Oct. 25th, 1918	.....	154 W. Cambridge St., Greenwood, S. C.
George L. Lyerly Commanding Officer 2nd Battalion	Major		Sept. 12th, 1917	.....	Hickory, N. C.
John H. Finney Commanding Officer 1st Battalion	Major		Sept. 12th, 1917	Jan. 13th, 1918 Appointed on Aviation Investigating Board	Washington, D. C.
C. J. Hinson Supply Officer	Major	As Captain	Sept. 12th, 1917	Mar. 1st, 1918 Assigned as Division Assistant Quartermaster as Major	Quartermaster Corps, U. S. Army

Name	Rank	Date Assigned		Date Dropped and Reason	Permanent Address
Myers, Edw. W.	Major	As Captain	May 1st, 1918	Sept. 1st, 1918 Transferred to II Corps, appointed Major	Greensboro, N. C.
George W. Gillette Supply Officer and Commanding Officer 1st Battalion	Major	As Captain As Major	July 24th, 1918 Oct. 26th, 1918	.....	Wilmington, N. C.
Brady, Leon C. Commanding Officer 1st Battalion	Major		Jan. 15th, 1919	.....	3612 Pasco Boulevard Kansas City, Mo.
Clarence E. Boesch Adjutant	Captain	As Adjutant	Feb. 7th, 1918	Oct. 2nd, 1918 Transferred to Army Staff School	Charlotte, N. C.
Willard P. Sullivan Adjutant	Captain	As Adjutant	Oct. 2nd, 1918	.....	7 Arlington Apartm'ts, Norfolk, Va.
Charles R. Humphries Topographical and Water Officer	Captain		Sept. 12th, 1917	Nov. 20th, 1918 Transferred to L. R. and R., A. E. F.	Wilmington, N. C.
Frederick D. Stafford 1st Battalion Adjutant	Captain		Sept. 26th, 1917	Nov. 8th, 1918 Transferred	1st National Bank, Chattanooga, Tenn.
G. B. Troland 1st Battalion Adjutant	Captain		Oct. 1st, 1918	Nov. 8th, 1917 Transferred	Corps of Engineers, U. S. Army
Zac P. Smith, Jr. Assistant Supply Officer, Supply Officer, Personnel Adjutant	Captain	As 1st Lieut. As Captain	Sept. 12th, 1917 Mar. 12th, 1918	.....	Zac Smith Stationery Co., Birmingham, Ala.
Marrion D. Kolyn 2nd Battalion Adjutant	Captain		July 11th, 1918	Sept. 12th, 1918 Transferred to II Corps	Chicago, Ill.
George J. Brooks 1st Battalion Adjutant	Captain		Nov. 5th, 1918	Jan. 14th, 1919 Transferred to 6th Engrs., 3rd Div.	Beaufort, N. C.
Francis B. Warfield Stores and Supply Officer	Captain	As 1st Lieut As Captain	Oct. 14th, 1918 Nov. 5th, 1918	.....	Columbia, Tenn.
L. W. Swope Chaplain	Captain		Sept. 26th, 1917	Dec. 20th, 1917 Resigned	Erwin, Tenn.
Harry S. Tucker 2nd Battalion Adjutant and Intelligence Officer	Captain	As 2nd Lieut As 1st Lieut. As Captain	Nov. 12th, 1917 Nov. 28th, 1917 Feb. 20th, 1919	.....	1301 Hillsboro Street, Raleigh, N. C.
Albert H. Spence 1st Battalion Adjutant	1st Lieut.		Jan. 14th, 1919	.....	Auburndale, Flushing, Long Island, N. Y.
Ruble I. Poole Topographical Officer	1st Lieut.		April 18th, 1918	Jan. 14th, 1919 Transferred to 90th Division	West Raleigh, N. C.
William P. McElroy Chaplain	1st Lieut.		April 13th, 1918	.....	1029 Fourth Avenue, Columbus, Ga.
William L. Smith, Jr. Personnel Adjutant and Acting Adjutant	2nd Lieut.		Nov. 29th, 1917	.....	502 Market Street, Wilmington, N. C.
Thomas H. Johnson Performed the duties of Chaplain for one battalion during his attachment to the regiment in addition to his Y. M. C. A. work	Y. M. C. A.		Aug. 8th, 1918	Nov. 19th, 1918 Returned home	St. Phillips Episcopal Cathedral, Atlanta, Ga.

HEADQUARTERS COMPANY

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Allen, Walter E., Savannah, Ga.	M. E., Jr. Gr.	Mar. 18th, 1918	Evacuated
Amyx, Robert K., Pressman Hall, Tenn.	Corp.	May 9th, 1918	
Baker, Charles D., Arden, N. C.	Sgt., 1st Cl.	Feb. 21st, 1918	Transferred to II Corps, Topographical Section, Sept. 16th, 1917
Barnett, Robert S.	Pvt.	Oct. 1st, 1918	Transferred, Nov., 1917
Beam, Edward, Jr., Rutherfordton, N. C.	Pvt., 1st Cl.	Oct. 1st, 1917	Transferred to II Corps, Topographical Section, June, 1918
Bean, John N., Lenoir, N. C.	Cook	July 11th, 1918	Transferred to Company C, August, 1918
Beaumont, Richard, Lewiston, Me.	Pvt., 1st Cl.	Aug. 1st, 1918	
Berry, W. C.	Corp.	Nov. 18th, 1917	Transferred to Provisional Battalion, Camp Sevier, S. C., May 1, 1918
Blankenship, Clyde P., Route 1, Asheville, N. C.	Pvt.	Oct. 1st, 1917	
Blythe, Joe L., Huntersville, N. C.	M. E., Sr. Gr.	Aug. 3rd, 1918	
Bonner, Burton T., Clemmons, N. C.	Pvt.	Apr. 18th, 1918	
Boyd, Beverly B., Bridgewater, N. C.	Wagoner	Oct. 1st, 1917	
Boyd, Walter B., Bridgewater, N. C.	Pvt.	Oct. 1st, 1917	
Bradford, William, Jr., Dover, Delaware	M. E., Sr. Gr.	Dec. 18th, 1918	
Braswell, Harry S., Waxhaw, N. C.	Bugler	May 1st, 1918	
Bridges, Edwin B., 630 N. College St., Charlotte, N. C.	M. E., Jr. Gr.	May 5th, 1918	
Bunnell, Joseph D., Charlotte, N. C.	Pvt.	Nov. 1st, 1917	Transferred to Company E., 105th Engrs., Oct. 28th, 1918
Burton, John S., High Point, N. C.	Regt. Sup. Sgt.	Oct. 1st, 1917	
Cahill, Edward, Greensboro, N. C.	Pvt.	Dec. 18th, 1917	Transferred to Company C., 105th Engrs., Sept. 20th, 1918
Caldwell, Arthur G.	M. E., Jr. Gr.	Oct. 12th, 1917	Commissioned Lieut., Mar. 13th, 1918
Callum, John B., Greensboro, N. C.	Pvt., 1st Cl.	Nov. 1st, 1917	Killed in Motorcycle Accident, Nov. 19th, 1918
Calvin, Walter M., Mount Holly, N. C.	Regt. Sup. Sgt.	Oct. 1st, 1917	
Cannon, Frank J., Nealsville, N. C.	M. E., Jr. Gr.	Dec. 8th, 1918	
Cannon, Stronger W., La Folette, Tenn.	Pvt.	Apr. 11th, 1918	
Cash, Ashford, Gaffney, S. C.	Wagoner	Oct. 1st, 1917	
Cassell, J. Steve	Corp.	Oct. 1st, 1917	Transferred to Headquarters Troop, 30th Division, Mar. 3rd, 1918
Chambers, Arlet, Winona, Tenn.	Pvt.	Mar. 22nd, 1918	Transferred to Company E., 105th Engrs., May 9th, 1918
Claxton, Charles, West Newton, Mass.	M. E., Sr. Gr.	Aug. 3rd, 1918	Transferred to II Army Corps School
Cofer, Robert	Pvt.	Nov. 1st, 1917	Transferred to Field Signal Battalion, Jan. 26th, 1918
Conley, Allen R., Marion, N. C.	Mechanic	Oct. 1st, 1917	
Cox, Robert M., Greensboro, N. C.	M. E., Jr. Gr.	Sept. 16th, 1917	
Crawford, Alonza J., Jr.	Pvt., 1st Cl.	Nov. 18th, 1917	Transferred, December, 1917
Crawford, Don C.	Corp.	Sept. 19th, 1917	Transferred, Provisional Battalion, May 5th, 1918
Custis, Charlie B.	Pvt.	Nov. 1st, 1917	Transferred, Provisional Battalion, May 5th, 1918
Dambacher, Clifford T., Jacksonville, Fla.	Pvt.	June 25th, 1918	



ENGINEERS, 30th DIVISION, (



Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Davis, Lonnie B., Old Fort, N. C.	Cook	Oct. 1st, 1917	
Day, Robert C., Chattanooga, Tenn.	Corp.	Feb. 20th, 1918	
Dempsey, Clarence L., Wilmington, N. C.	Corp.	Oct. 1st, 1917	
Ellicott, Ernest, Marion, N. C.	Pvt.	Oct. 1st, 1917	Transferred to Company F., Feb. 20th, 1918
Elmore, Ransom R.	Pvt.	Nov. 1st, 1917	Transferred, December, 1917
Ennis, Lindsay, Duke, N. C.	Corp.	Mar. 8th, 1918	
Farmer, Glenn, Waynesville, N. C.	M. E., Sr. Gr.	Aug. 3rd, 1918	
Farrell, Henry B., Wilmington, N. C.	Pvt., 1st Cl.	Mar. 4th, 1918	
Farrow, Herbert F., Masonboro Sound (Wilmington), N. C.	Pvt.	Oct. 4th, 1918	
Field, Bascom L., Route No. 3, Greensboro, N. C.	M. E., Jr. Gr.	Sept. 1st, 1917	Commissioned 1st Lieut., Ft. Oglethorpe, Ga., Promoted to Captain, Sept. 21st, 1918. Killed in Action Sept. 29th, 1918
Fink, Luther A., Charlotte, N. C.	M. E., Jr. Gr.	Dec. 18th, 1917	Evacuated at Camp Mills, May 25th, 1918
Fisher, Claire C., Bristol, Tenn.	Color Sgt.	Sept. 15th, 1917	
Franklin, George W., Goldsboro, N. C.	Horseshoer	Oct. 27th, 1917	Transferred to Company F., 105th Engrs., Jan. 25th, 1918
Galloway, Howard C., Falmouth, Ky.	M. E., Sr. Gr.	Sept. 21st, 1917	
Gamble, Claud O., Fort Mills, S. C.	Corp.	Feb. 20th, 1918	Evacuated
Geary, Leo, Woodstock, Va.	Pvt.	Sept. 5th, 1917	Transferred to Company A., 105th Engrs., May 12th, 1918
Gibson, Benjamin R., Donaldsonville, Ga.	Bn. Sgt. Major	May 4th, 1918	
Glass, Jackson B., Wilkesboro, N. C.	Sup. Sgt.	Nov. 12th, 1918	
Glover, Charles A., Gastonia, N. C.	Wagoner	Feb. 22nd, 1918	
Goff, Guy B.	Sgt. Bugler	Sept. 5th, 1917	Transferred to Motor Mechanics Regiment, Jan. 28th, 1918
Gordon, Hassel, 1933 E. Salem St., Lafayette, Ind.	M. E., Jr. Gr.	Dec. 1st, 1918	
Grady, Frank M., Morganton, N. C.	Pvt.	Mar. 22nd, 1918	Transferred to Company C., May 9th, 1918
Graham, William I., Richardson, N. C.	Mechanic	Apr. 21st, 1918	
Grant, John E., Wilmington, N. C.	Corp.	July 1st, 1918	
Grayson, Howard R.	Pvt.	Oct. 1st, 1917	Discharged
Green, Paul E., Lillington, N. C.	Regt. Sgt. Major	Aug. 9th, 1918	Transferred to Army Candidate School, Oct. 2nd, 1918
Gross, Lowell N., Hickory, N. C.	Pvt.	Dec. 13th, 1918	
Hale, Joseph W., Louisburg, N. C.	Pvt.	Nov. 14th, 1917	Transferred to Company F, 105th Engineers, August, 1918
Hall, John L., Attalla, Ala.	Wagoner	Mar. 22nd, 1918	
Hardison, Thomas J., Morven, N. C.	Mechanic	Oct. 1st, 1917	
Harmon, William H., Route 13, Knoxville, Tenn.	Pvt.	Nov. 18th, 1917	
Hart, Ernest	Horseshoer	Oct. 1st, 1917	Transferred, Nov., 1917
Hartzog, Donald C., Rawl, Ashe County, N. C.	Pvt., 1st Cl.	Mar. 18th, 1918	
Haskins, Albert M., Bridgewater, N. C.	Cook	Oct. 1st, 1917	
Hepburn, Raymond F., 1932 E. Erie St., Philadelphia, Pa.	Pvt., 1st Cl.	July 24th, 1918	
Hibbard, Benjamin, Route 2, Boise, Idaho	Sgt., 1st Cl.	Aug. 21st, 1918	
Holland, Everett S., Newbern, Tenn.	Corp.	Nov. 18th, 1917	
Holloman, Thomas P., Wadley, Ga.	M. E., Jr. Gr.	Dec. 1st, 1918	
Holt, Lewis M., Conway, S. C.	Pvt.	Mar. 22nd, 1918	
Hoppos, Floyd, Old Fort, N. C.	Pvt.	Oct. 1st, 1917	
Hoppes, Somwy L., Alta Pass, N. C.	Pvt.	Oct. 1st, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Horne, Howard B., Memphis, Tenn.	Sgt.	Feb. 20th, 1918	
Howard, Paul N., Kinston, N. C.	M. E., Jr. Gr.	April 3rd, 1918	Transferred to II Corps Army School
Hutchison, Charles E.	Regt. Sup. Sgt.	Oct. 1st, 1917	Transferred to QMC, Camp Sevier, S. C., Mar. 14th, 1918
Hutchison, Ralph E.	Corp.	Sept. 16th, 1917	Transferred to Motor Mechanics Regiment, Jan. 28th, 1918
Jackson, Coy, High Point, N. C.	Saddler	Oct. 1st, 1917	
Jarrett. Clifton, Bridgewater, N. C.	Pvt.	Oct. 1st, 1917	
Jenkins, William O., Lowell, N. C.	M. E., Jr. Gr.	Dec. 1st, 1918	
Jennette, Sidney E., Greenville, N. C.	M. E., Jr. Gr.	April 3rd, 1918	Commissioned 2nd Lieut., Company B, Sept. 29th, 1918
Jessup, Luther M.	Color Sgt.	Oct. 20th, 1917	Discharged, Jan. 1st, 1918
Jewell, William L., Wilmington, N. C.	M. E., Sr. Gr.	Sept. 12th, 1917	
Jones, John L.	Pvt.	Sept. 21st, 1917	Transferred to Provisional Battalion, 30th Division, Oct. 17th, 1918.
Jones, Roy E., Conover, N. C.	Pvt.	April 18th, 1918	
Justice, Kenneth, Bridgewater, N. C.	Pvt.	Oct. 1st, 1917	
Kelly, Jack	Pvt.	Oct. 1st, 1917	Transferred, Nov., 1917
King, Crawford C., Waynesville, N. C.	Pvt.	Oct. 1st, 1917	Transferred to 105th Engineer Train, Oct. 14th, 1918
Kivett, Marvin J., High Point, N. C.	Mess Sgt.	Oct. 1st, 1917	
Knott, Robert L., Winston-Salem, N. C.	1st Sgt.	Dec. 7th, 1918	Commissioned 2nd Lt. in Reserve Corps (Not dropped)
Landing, Charles, Rocky Mount, N. C.	Pvt.	Mar. 8th, 1918	
Lawton, J. G., Garnett, S. C.	Pvt.	Dec. 1st, 1917	Transferred to Company E, 105th Engineers, April 20th, 1918
Ledbetter, Charlie B., Polkton, N. C.	M. E., Sr. Gr.	Sept. 16th, 1917	Severely wounded in action Sept. 29th, 1918. Returned to the U. S.
Lee, James E.	Pvt., 1st Cl.	Sept. 16th, 1917	Discharged
Lieber, Benjamin F., 74 Orchard St., New York, N. Y.	Pvt.	April 18th, 1918	
Light, Samuel, Punxsutawney, Pa.	Sgt.	May 18th, 1918	
Linville, Albert M., Winston-Salem, N. C.	Pvt., 1st Cl.	Nov. 1st, 1917	
Litton, Daniel R., Monbo, N. C.	Wagoner	Nov. 1st, 1917	Evacuated
Lockaby, Jess M., Statesville, N. C.	Pvt., 1st Cl.	Dec. 1st, 1917	Transferred to II Corps Topographical Section, June, 1918
Long, Ruby H.	Wagoner	Oct. 1st, 1917	
Lonnon, Oscar G., Pitts, N. C.	Wagoner	Oct. 1st, 1917	
Lowman, Robert L., Connelly Springs, N. C.	Horseshoer	Feb. 20th, 1918	
Malles, Mick, Smyrna, Turkey, Asia	Pvt.	Nov. 18th, 1917	Transferred to Company A, Dec., 1917
Martin, George D., Morven, N. C.	Sgt., 1st Cl.	April 1st, 1918	
Marauda, John, Valdese, N. C.	Bugler	Jan. 10th, 1918	Transferred to II Corps Section, Sept. 16th, 1918
Mauldin, Belton O., Greenville, S. C.	Sgt., 1st Cl.	Dec. 1st, 1917	
McArver, William T., Gastonia, N. C.	M. E., Jr. Gr.	Aug. 3rd, 1918	II Corps Army School
McGeachey, Robert W., Raleigh, N. C.	M. E., Jr. Gr.	June 18th, 1918	Transferred to II Army Corps School, Commissioned 2nd Lieut.
McGee, Hubert B., Charlotte, N. C.	M. E., Jr. Gr.	Sept. 16th, 1917	Transferred to Company C, Mar. 16th, 1918
McGowan, Edwin S., Jacksonville, N. C.	Corp.	Nov. 23rd, 1917	Transferred to II Corps Topographical Section, June, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
McKoy, Henry B., Wilmington, N. C.	M. E., Sr. Gr.	Oct. 21st, 1917	Transferred to II Corps Army School, Commissioned 2nd Lieut.
McNabb, James R., Newport, Tenn.	M. E., Jr. Gr.	Sept. 16th, 1917	Transferred to Company E, 105th Engineers, Mar. 13th, 1918
McSwain, Hicks, Shelby, N. C.	Color Sgt.	Sept. 21st, 1917	
Mitcham, DeWitt D., Camden, S. C.	M. E., Sr. Gr.	Sept. 16th, 1917	Transferred to II Corps Topographical Section, June, 1918
Moose, Henry B., Greensboro, N. C.	Pvt., 1st Cl.	Feb. 20th, 1918	Transferred to Company C, 105th Engineers, Aug., 1918
Morrow, William F., Route No. 2, Mt. Eula, N. C.	Regt. Sgt. Major	Nov. 1st, 1918	
Moser, Willie E.	Mechanic	Oct. 1st, 1917	Transferred to Provisional Battalion, Camp Sevier, May 7th, 1918
Moyle, John, Charlotte, N. C.	Corp.	Oct. 1st, 1917	Transferred to Q. M. Unit, II Corps, Nov. 3rd, 1918
Mullican, Henry G., Route No. 2, Clemons, N. C.	Pvt., 1st Cl.	Feb. 25th, 1918	
Neese, Jay H., Greensboro, N. C.	Corp.	Dec. 1st, 1917	
Nelson, Guy V., Morganton, N. C.	Pvt.	June 20th, 1918	Evacuated
Neuer, Jack J., Wilmington, N. C.	M. E., Sr. Gr.	Sept. 16th, 1917	Commissioned 2nd Lieut., June, 1918, and assigned to 105th Engineer Train
Newton, Miller L., Kings Mountain, N. C.	Pvt., 1st Cl.	Oct. 1st, 1917	
Nichols, Herman, McAdenville, N. C.	Pvt.	Feb. 20th, 1918	
Odom, Sidney W., Arcola, N. C.	Pvt.	April 18th, 1918	
Osborn, John R., Locust, N. C.	Cook	Oct. 1st, 1917	Transferred to Company A, 105th Engineers, December, 1917
Overton, Floyd D., Ahoskie, N. C.	Pvt.	July 1st, 1918	Transferred to 105th Band, Sept. 20th, 1918
Parker, John N., Waynesville, N. C.	Pvt.	Oct. 1st, 1917	
Parrish, Ernest V., Carthage, N. C.	Cook	Jan. 1st, 1918	Transferred to 105th Engineer Train, Oct. 14th, 1918
Patterson, Urban D., Kings Mountain, N. C.	Corp. (Ord.)	Oct. 1st, 1917	
Patton, Douglas J., Route No. 1, Arrington, Tenn.	M. E., Sr. Gr.	Sept. 16th, 1917	Commissioned 2nd Lieut., April 20th, 1918
Perkins, Sidney L., Gastonia, N. C.	Pvt.	Mar. 22nd, 1918	Transferred to Company E, 105th Engineers, May 9th, 1918
Peters, Charles G., Union, Va.	Pvt., 1st Cl.	Oct. 1st, 1917	Transferred to Army Headquarters Regiment (A. E. F.), Jan. 9th, 1918
Peters, John A., Union, Va.	Pvt., 1st Cl.	Oct. 1st, 1917	Evacuated
Pierce, Claude N., Greensboro, N. C.	Pvt., 1st Cl.	Nov. 18th, 1917	
Pomeroy, O. K., Fort Myers, Fla.	Pvt.	Sept. 21st, 1917	
Pope, William C., Marshall, N. C.	M. E., Jr. Gr.	Aug. 3rd, 1918	
Potts, Walter C., Charlotte, N. C.	Corp.	Nov. 1st, 1917	
Price, Floyd E.	Pvt.	Oct. 20th, 1917	Transferred, Nov., 1917
Price, William L., Pamlico, S. C.	Pvt.	Aug. 10th, 1918	Evacuated
Prince, Charlie, Cummings, S. C.	Pvt.	April 3rd, 1918	
Putnam, Ernest R., Shelby, N. C.	Pvt., 1st Cl.	Oct. 1st, 1917	
Respess, Samuel J., Washington, N. C.	Corp.	Nov. 1st, 1917	
Rhodes, Clinton E., South Bend, Ind.	Corp.	Oct. 4th, 1918	Transferred to Company F, 105th Engineers, Dec. 30th, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Rich, Marcus H., Route No. 1, Charlotte, N. C.	Pvt., 1st Cl.	Nov. 18th, 1917	Transferred, II Corps Topographical Section, June, 1918
Rivenbark, Lofton, Wilmington, N. C.	Cook	Feb. 20th, 1918	
Roberts, James F.	Color Sgt.	Sept. 21st, 1917	Transferred, Oct., 1917
Robinson, Edmond P., N. Wilkesboro, N. C.	Bn. Sgt. Major	May 4th, 1918	Transferred to Army Candidate School, July, 1918
Rogers, Charles R., Route No. 1, Wilmington, N. C.	Stable Sgt.	Mar. 22nd, 1918	
Rudisill, Carl A., Rock Hill, N. C.	Pvt., 1st Cl.	Oct. 1st, 1917	Transferred to Company A, 105th Supply Train, Mar. 12th, 1918
Rust, Albert L., Morganton, N. C.	M. E., Jr. Gr.	Dec. 18th, 1917	Commissioned 2nd Lieut., Nov. 7th, 1918
Rust, Frank H. C.	Pvt.	Nov. 1st, 1917	Transferred to Provisional Battalion, 30th Division, May 5th, 1918
Saddler, William H., Greensboro, N. C.	M. E., Jr. Gr.	Sept. 16th, 1917	
Sanders, Eric C., Spartanburg, S. C.	M. E., Sr. Gr.	Aug. 3rd, 1918	
Saunders, Frank L., Franklin, N. C.	M. E., Jr. Gr.	Dec. 1st, 1918	
Seahorn, Joseph E., Concord, N. C.	Wagoner	Oct. 1st, 1917	Transferred to 105th Engineer Train, Dec. 12th, 1918
Seaman, Joseph A., Vein, N. C.	Wagoner	Oct. 1st, 1917	
Seymour, Aubrey P., Summerville, Tenn.	Pvt.	Mar. 5th, 1918	Transferred to Company C, 105th Engineers, July 11th, 1918
Shannon, John E., Jr., Wilmington, N. C.	Sgt., 1st Cl.	April 21st, 1918	
Sheil, John F., Oxford Hotel, Cincinnati, O.	Pvt.	Dec. 12th, 1917	Transferred to Company A, 105th Engineers, Aug., 1918
Shepard, Birl J., Wilmington, N. C.	Cook	Feb. 20th, 1918	
Smith, Carl M., Comfort, Va.	Wagoner	Oct. 1st, 1917	
Smith, William L., Jr., Wilmington, N. C.	Regt. Sgt. Major	Sept. 16th, 1917	Commissioned 2nd Lieut., Nov., 1917
Stamey, Charles L., Connely Springs, N. C.	Cook	Oct. 1st, 1917	
Stevenson, Ernest R., Concord, N. C.	Wagoner	Feb. 20th, 1918	
Stockard, Ben B., Greensboro, N. C.	M. E., Sr. Gr.	Sept. 16th, 1917	Transferred to Paris District, Paris, France, as Electrician, Jan. 18th, 1919
Sullivan, James H., Moultrie, Ga.	Pvt.	Dec. 10th, 1918	Transferred to St. Aignan to await discharge, Jan. 29th, 1919
Summey, Albert T., Wilmington, N. C.	Corp.	Oct. 24th, 1918	
Sweeney, William A., Marion, N. C.	Pvt.	Nov. 1st, 1917	
Taylor, Robert C., Route A, Opp, Ala.	Pvt.	Dec. 1st, 1918	
Templeton, John D., Clinton, S. C.	Pvt., 1st Cl.	Nov. 1st, 1917	
Thomas, William P., Broadway, N. C.	Corp.	Mar. 10th, 1918	
Thomasson, Bonner H., Newbern, N. C.	M. E., Jr. Gr.	Aug. 3rd, 1918	Transferred to 83rd Division, American Expeditionary Force, Oct. 31st, 1918
Travis, Robert C., Brookford, N. C.	Sgt. Bugler	Oct. 1st, 1917	
Tucker, Harry S., Raleigh, N. C.	M. E., Sr. Gr.	Sept. 12th, 1917	Commissioned 2nd Lieut., Nov., 1917
Tuten, John A., Furman, S. C.	Sgt.	Oct. 18th, 1917	
Wadsworth, John C.	Corp.	Sept. 21st, 1917	Transferred, Oct., 1917
Wagner, James H., Charlotte, N. C.	M. E., Jr. Gr.	Dec. 1st, 1918	
Walker, Douglas, Kingsport, Tenn.	Pvt., 1st Cl.	Sept. 21st, 1917	
Weatherman, Marvin F., Winston-Salem, N. C.	Corp.	Dec. 1st, 1917	
Westmoreland, Braynard L., Cherokee, S. C.	Horseshoer	Sept. 21st, 1917	
Wheelwright, Charles M., Parisburg, Va.	Regt. Sgt. Major	Oct. 1st, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Whitlow, Harry D., Winston-Salem, N. C.	Pvt., 1st Cl.	Nov. 1st, 1917	Transferred to Company D, 105th Engineers, Nov. 1st 1918
Whitted, Hugh P., Mebane, N. C.	M. E., Jr. Gr.	Sept. 16th, 1917	
Williams, Daniel McG., Newton, N. C.	M. E., Jr. Gr.	Sept. 16th, 1917	Commissioned 2nd Lieut., Nov., 1917
Williams, Robert F., Rutherfordton, N. C.	Corp.	Oct. 1st, 1917	Evacuated, died Nov. 8th, 1918
Wyrick, Granville C., Charlotte, N. C.	Regt. Sgt. Major	May 11th, 1918	Transferred to II Army School, July, 1918
Yancey, Grayson M.	Pvt.	Oct. 1st, 1917	Transferred to Company F, 105th Engineers, Mar. 4th, 1918

COMPANY A, 105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Gillette, George W., Wilmington, N. C.	Captain	Aug. 2nd, 1916	Transferred, July 15th, 1918, Supply Officer, 105th Engrs.
Brooks, George J., Wilmington, N. C.	Captain	Sept., 1917, as 1st Lieut., appointed Capt. July, 1918	Nov. 10th, 1918, transferred to Adjutant 1st Battalion
Griffin, Schenk H., Erlanger, Ky.	Captain	Sept., 1917, as 1st Lieut., appointed Capt. Nov.5th,1918	Jan. 14th, 1919, transferred to 3rd Division
Riddick, Wallace W., Raleigh, N. C.	Captain	May, 1917	Sept. 1st, 1917, transferred, 113th F. A.
Littlejohn, Kenneth S., 434 West 120th St., New York City	Captain	Jan. 16th, 1919	
Baldwin, George S., 2054 E. 79th St., Cleveland, Ohio	1st Lieut.	July, 1918	
Cleveland, Lou. V., Watertown, N. Y.	1st Lieut.	Oct., 1917	May 10th, 1918, transferred
Evans, Alfred A., 612 N. 12th St., Waco, Tex.	1st Lieut.	Jan. 23rd, 1919	Transferred, Jan., 1919
Farrish, Robert E., Columbus, Ga.	1st Lieut.	April, 1918	July 16th, 1918, transferred to Hospital
McLeod, Don, Rowland, N. C.	1st Lieut.	June, 1917	Jan. 14th, 1919, transferred 3rd Division
Peschau, William A., Wilmington, N. C.	1st Lieut.	Aug., 1916	Sept. 1st, 1917, transferred to Company C
Taylor, Alexander, Morganton, N. C.	1st Lieut.	Sept., 1917	
Williams, Robert M., Wilmington, N. C.	1st Lieut.	Aug., 1916	
Bowlby, Robert O.	2nd Lieut.	April, 1918	July 6th, 1918, transferred to Army Engineer School
Joyce, William S., 177 W. 102nd St., New York City	2nd Lieut.	Jan. 23rd, 1919	
Owen, John A., 102 Ford St., Providence, R. I.	2nd Lieut.	Jan. 14th, 1919	Jan. 25th, 1919, transferred
Smith, William L., Jr., Wilmington, N. C.	2nd Lieut.	Aug., 1916	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Adam, George D., Ferrum, Va.	Pvt.	Dec. 2nd, 1918	
Aiken, Russell B., Hickory, N. C.	Pvt.	May 1st, 1918	May 17th, 1918, transferred to Base Hospital
Alexander, Julius G., Hansville, Ala.	Pvt.	Dec. 2nd, 1917	
Alexander, Phillip, 320 Spruce St., Richmond Hill, N. Y.	Pvt.	Dec. 2nd, 1918	
Allen, Fred J., North Charlotte, N. C.	Pvt., 1st Cl.	Oct. 14th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Almond, Robert H., R. F. D., Elberton, Ga.	Pvt.	Dec. 2nd, 1918	
Alpeter, Eugene O., 1799 Teitonia Ave., Milwaukee, Wis.	Corp.	Aug. 16th, 1918	
Alred, Roger P.	Pvt.	Oct. 14th, 1917	Jan. 30th, 1918, transferred to Motor Truck Co.
Amyx, Robert K., Pressman's Home, Tenn.	Pvt.	Oct. 14th, 1918	Mar. 1st, 1918, transferred to Company C
Anderson, Garnie, Church Hill, Tenn.	Pvt.	Oct. 14th, 1918	Jan. 30th, 1918, transferred to 41st Engineers
Anderson, George F., R. F. D. #2, Glenn Wood, Ga.	Pvt.	Dec. 2nd, 1918	
Andrews, Leon P., Fairmont, N. C.	Corp.	May 10th, 1917	Dec. 28th, 1917, transferred to 120th Ambulance Corps
Apgar, Otis, 97 Union St., Newark, N. J.	Pvt.	Dec. 2nd, 1918	
Arnold, John B., R. F. D. #4, Shelbyville, Tenn.	Pvt.	Oct. 14th, 1917	May 16th, 1918, transferred to 105th Engineer Train
Arnold, Joseph D., R. F. D. #1, Mountain City, Tenn.	Corp.	Oct. 14th, 1917	
Arp, Charles P., Blue Ridge, Ga.	Sgt., 1st Cl.	Oct. 14th, 1917	
Ashby, Allen, Concord, N. C.	Pvt.	April 15th, 1918	
Atchison, William R., R. F. D. #1, Lilburn, Ga.	Pvt.	Dec. 2nd, 1918	
Atchley, Brown A., Powell Station, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Ballard, Lawson W., R. F. D. #1, Bolivia, N. C.	Corp.	Aug. 16th, 1916	
Barksdale, Robert W., R. F. D. #4, McKenzie, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Barnes, John E., Holtland, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Barnes, Walter C., Rutherfordton, N. C.	Pvt., 1st Cl.	May 1st, 1918	
Barry, John M., Petros, Tenn.	Pvt.	Oct. 14th, 1917	
Barte, Ray E., R. F. D. #1, Waxford, Pa.	Pvt.	Dec. 2nd, 1918	
Bartolota, John, 448 13th St., New York	Pvt.	Dec. 2nd, 1918	
Bass, David E., 1904 Market St., Wilmington, N. C.	Sgt.	Jan. 16th, 1918	
Bassett, Earl W., 5420 Dorchester Ave., Chicago, Ill.	Pvt.	Aug. 16th, 1918	
Batton, Alonzo, Seagate, N. C.	Pvt., 1st Cl.	Aug. 16th, 1916	
Beard, Leon D., 200 W. 7th St., Hattiesburg, Miss.	Pvt.	Dec. 2nd, 1918	
Beer, William D., 47 Arnold Place, North Adams, Mass.	Pvt.	Dec. 2nd, 1918	
Beesley, Walter J., Badnaw, Ark.	Pvt.	Dec. 2nd, 1918	
Bell, Robert M., R. F. D. #3, Brighton, Tenn.	Pvt.	Oct. 14th, 1917	
Benanti, Peter, 266 Elizabeth St., New York, N. Y.	Pvt.	Dec. 2nd, 1918	
Bennett, William J., 314 W. Russell St., High Point, N. C.	Pvt.		
Benstock, Isidore, 230 E. 14th St., New York, N. Y.	Pvt.	Dec. 2nd, 1918	
Berrona, Joe, Jr., R. F. D. #2, Culman, Ala.	Pvt.	Dec. 2nd, 1918	
Bertozzi, James, 209 Bleecker St., New York, N. Y.	Pvt.	Dec. 2nd, 1918	
Biller, Francis A., 818 Bergen St., Brooklyn, N. Y.	Pvt.	Dec. 2nd, 1918	
Birchett, William S., Lebanon, Tenn.	Pvt.	Oct. 14th, 1917	
Bird, Nathan D., Cleveland, Tenn.	Pvt.	Oct. 14th, 1917	
Birdwell, James D., R. F. D. #2, Buena Vista, Tenn.	Corp.	Oct. 14th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Bisbee, Walter E., 332 W. 19th St., New York, N. Y.	Pvt.	Dec. 2nd, 1918	
Blainford, Reddin, Tarboro, N. C.	Pvt.	Aug. 10th, 1917	May 17th, 1918, transferred to Provisional Battalion
Blake, Allie B., 103 S. 3rd St., Wilmington, N. C.	Pvt.	April 3rd, 1917	Jan. 29th, 1918, transferred to Motor Truck Regiment
Blankwelder, Grady B., Concord, N. C.	Pvt.	Aug. 10th, 1917	Transferred to 105th F. S. Bn. Oct. 6th, 1917
Bobbitt, John G., Renick, W. Va.	Pvt.	Dec. 2nd, 1918	
Bombarde, Angele, W. Catherine and 56th St., Jamaica, N. Y.	Pvt.	Dec. 2nd, 1918	
Bonadona, Joseph P., 55 Lincoln Place, Brooklyn, N. Y.	Pvt.	Dec. 2nd, 1918	
Bondleon, Howard F., 187 White St., Dubuque, Ia.	Pvt.	Dec. 2nd, 1918	
Booth, Clyde C., Erwin, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1918	
Borneman, William D., Wilmington, N. C.	Pvt.	Aug. 16th, 1916	Feb. 25th, 1918, discharged
Boyd, Elmer E., Araratt, Va.	Pvt.	Nov. 2nd, 1917	Jan. 7th, 1918, transferred to Headquarters Company
Boyd, Irmer A., R. F. D. #1, Bethel, Tenn.	Pvt.	Dec. 2nd, 1918	
Bracy, Odie L., Roxobel, N. C.	Pvt.	Dec. 2nd, 1918	
Bradford, William, Jr., Wilmington, N. C.	Sgt., 1st Cl.	July 20th, 1917	Transferred to Headquarters Company, Dec. 6th, 1918
Bradshaw, Wylie, R. F. D. #13, Elberton, Ga.	Pvt.	Dec. 2nd, 1918	
Brady, John D., Boxton, N. C.	Pvt.	May 1st, 1918	
Brandenburg, Charles E., R. F. D. #6, Sheridan, Ind.	Pvt.	Dec. 2nd, 1918	
Branson, Fred C., Lippan, Tex.	Pvt.	Dec. 2nd, 1918	
Breece, Walter F., R. F. D. #2, Delaware, O.	Pvt.	Dec. 2nd, 1918	
Bremer, Walter H., 119 Castle St., Wilmington, N. C.	Pvt.	Aug. 12th, 1916	
Brevard, Bryce P., 505 Alabama St., Memphis, Tenn.	Corp.	Oct. 10th, 1918	
Brigance, Thomas L., Waldron, Ark.	Pvt.	Dec. 2nd, 1918	
Briggs, Lyda Z., R. F. D. #4, Asheville, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Britt, Robert W., Elmont, Tenn.	Pvt.	Oct. 14th, 1917	Transferred to 41st Engineers, Jan. 30th, 1918
Brock, Amos, Warbranch, Ky.	Pvt.	Dec. 2nd, 1918	
Brown, Carl A., Green Sulphur Spring, W. Va.	Pvt.	Dec. 2nd, 1918	
Brown, Frank T., N. Charlotte, N. C.	Pvt.	Sept. 30th, 1917	Dec. 8th, 1917, discharged
Brown, John H., R. F. D. #1, Cana, N. C.	Pvt.	Oct. 14th, 1917	May 3rd, 1918, transferred to Prov. Battalion
Brown, Thomas J., Copperhill, Tenn.	Pvt.	Dec. 2nd, 1918	
Brummitt, Wallace G., Henderson, N. C.	Pvt.	Sept. 20th, 1916	Jan. 29th, 1918, transferred to 105th Sanitary Train
Buchanan, George D., Hewitt, Minn.	Pvt.	Dec. 2nd, 1918	
Budstard, Swan A., Skelund Jylland, Den.	Pvt.	Dec. 2nd, 1918	
Bugee, Edward A., 1625 Victor Ave., Omaha, Neb.	Pvt.	Dec. 2nd, 1918	
Burgess, Hunter G., Mt. Airy, N. C.	Sgt., 1st Cl.	Oct. 1st, 1917	
Burgeron, John W., Farmville, N. C.	Pvt.	May 2nd, 1918	May 17th, 1918, transferred to Base Hospital
Burke, Martin, 17 Southern Ave., Dubuque, Ia.	Pvt.	Dec. 2nd, 1918	
Burrell, Fred, R. F. D. #1, Culberson, N. C.	Pvt.	Dec. 2nd, 1918	
Burnett, Archie C., 820 S. 6th St., Wilmington, N. C.	Corp.	June 15th, 1917	
Butler, Wescott C., R. F. D. #1, Whiteville, N. C.	Pvt., 1st Cl.	Sept. 20th, 1916	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Cain, Charles P., Benson, Minn.	Pvt.	Dec. 2nd, 1918	
Calwell, Carl C., R. F. D. #2, St. Albans, W. Va.	Pvt.	Dec. 2nd, 1918	
Calize, Carmele, 79 Elizabeth St., New York, N. Y.	Pvt.	Dec. 2nd, 1918	
Camodoco, Michael, 31 Cherry St., New York, N. Y.	Pvt.	Dec. 2nd, 1918	
Campbell, Henry S., Fayetteville, N. C.	Pvt.	Sept. 25th, 1917	Sept. 29th, 1917, transferred to 424th Depot Detachment
Campbell, Jesse E., Greenfield, Tenn.	Mess Sgt.	Oct. 14th, 1917	
Campbell, William A., 209 Water St., Defiance, Ohio	Pvt.	Dec. 2nd, 1918	
Campbell, William F., Fayetteville, N. C.	Pvt.	July 25th, 1917	Oct. 21st, 1917, transferred to Ordnance Department
Canady, William F., Phœnix, N. C.	Pvt.	June 3rd, 1917	Sept. 6th, 1917, dropped
Cannon, Burlie L., Prove, Ark.	Pvt.	Dec. 2nd, 1918	
Capp, Junie W., R. F. D. #1, Pine Level, N. C.	Pvt., 1st Cl.	May 1st, 1918	
Carbone, Frank, Napoli Pai Amorozi, Italy	Pvt.	Dec. 2nd, 1918	
Carey, John C., 4 Seneca Park Circle, Rochester, N. Y.	Pvt.	Dec. 2nd, 1918	
Carlson, Martin I.	Pvt.	Aug. 16th, 1918	Nov. 6th, 1918, transferred to Hospital
Carono, James B., R. F. D. #1, McLellan, Iowa	Pvt.	Dec. 2nd, 1918	
Carpenter, Anson, Cairo, W. Va.	Pvt.	Dec. 2nd, 1918	
Carpuk, Arhip, 79 4th St., Passaic, N. J.	Pvt.	Dec. 2nd, 1918	
Carr, Demasce S., Burgaw, N. C.	Pvt.	Dec. 2nd, 1918	
Carson, J. R., Bethel, N. C.	Pvt.		
Carter, Richard L., 217 Princeton St., Memphis, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Cartner, Silas H., R. F. D. #1, Calahaln, N. C.	Pvt.	Oct. 14th, 1918	
Carvona, Carmele, Per Tomasi Scilla Prov Reggie Carlakria, Italy	Pvt.	Dec. 2nd, 1918	
Cary, Willis T., Pondcreek, Okla.	Pvt.	Dec. 2nd, 1918	
Casados, Omesine, Holman, N. M.	Pvt.	Dec. 2nd, 1918	
Chadwick, James J., 211 S. Front St., Wilmington, N. C.	Wagoner	Aug. 20th, 1916	
Chamberlain, Arthur, R. F. D. #3, Morristown, Tenn.	Pvt.	Oct. 14th, 1918	
Cherry, Ben A., Estelle Springs, Tenn.	Pvt.	Oct. 14th, 1917	
Chitwood, Arthur, Winfield, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Chitwood, Fred A., R. F. D. #4, Oneida, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Chitwood, Sylvester, Winfield, Tenn.	Pvt.	Oct. 14th, 1917	
Clark, Fitzugh L., 600 Town St., Greenville, S. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Coleman, Johnie L., R. F. D. #4, Trenton, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Coleman, Paul, Mounds, Ill.	Pvt.	May 1st, 1918	May 3rd, 1918, transferred to Prov. Battalion
Collins, Henry A., Oakland, Md.	Pvt.	May 11th, 1918	
Collins, William H., Mullins, S. C.	Pvt.	May 1st, 1918	
Compton, John F., Rogersville, Tenn.	Corp.	Oct. 14th, 1917	Sept. 28th, 1918, killed in action
Connor, William C., Canton, N. C.	Corp.	Oct. 14th, 1917	
Cooney, Arthur J., Central Village, Conn.	Pvt.	Aug. 16th, 1918	
Cooper, Walter M., Paw Creek, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Cos, Elmer M., Oliver Springs, Tenn.	Corp.	Oct. 14th, 1917	
Cos, Marvin C., R. F. D. #3, Springfield, Tenn.	Corp.	Oct. 14th, 1917	
Cox, Samuel P., Bolivia, N. C.	Pvt.	May 1st, 1918	
Craft, Harry C., Wilmington, N. C.	Pvt.	May 6th, 1917	Nov. 3rd, 1917, transferred to 424th Depot Detachment



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Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Crox, George P., East Chattanooga, Tenn.	Sgt. Major	Oct. 14th, 1917	July 21st, 1918, transferred to Headquarters Company
Croxdale, John E., R. F. D. #3, Morristown, Tenn.	Pvt.	Sept. 30th, 1917	Nov. 20th, 1917, discharged
Cunningham, Ed. B., Wesser, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Currie, Lock S., R. F. D. #7, Lumberton, N. C.	Pvt.	Aug. 16th, 1918	
Davis, Amos G., Oakvale, W. Va.	Pvt.	Aug. 16th, 1918	
Davis, Oscar M., Alexander, N. C.	Wagoner	Oct. 14th, 1917	
Demsey, Clarence L., Wilmington, N. C.	Pvt.	Aug. 12th, 1916	Oct. 1st, 1917, transferred to Headquarters Company
Demsey, Ernest B., Scottsville, Ky.	Corp.	Oct. 14th, 1917	
Dew, John H., Wilmington, N. C.	Pvt.	May 10th, 1916	Dec. 4th, 1918, transferred to Company B
Dexter, Ezekiel, Petros, Tenn.	Wagoner	Oct. 14th, 1917	May 1st, 1918, transferred to Prov. Battalion
Dixon, James W., Gatewood, W. Va.	Pvt.	Aug. 16th, 1918	
Dobbins, Walter L., Mt. Airy, N. C.	Corp.	Oct. 14th, 1917	Oct. 22nd, 1917, transferred to Company F
Douglas, Henry M., Crystal Springs, Fla.	Pvt.	May 1st, 1918	May 17th, 1918, tra sferred to Base Hospital
Dougherty, John, Petros, Tenn.	Pvt.	Oct. 14th, 1917	Dec. 9th, 1917, died Base Hosp.
Dougherty, John M., Petros, Tenn.	Pvt. 1st Cl.	Oct. 14th, 1917	
Dry, Ernest V.	Pvt.	Aug. 16th, 1918	Jan. 10th, 1919, transferred to Headquarters Company
Dunn, Preston, Eskridge, Tenn.	Pvt.	April 26th, 1918	May 1st, 1918, transferred to San. Det. 105th Engineers
Durham, Alvin, R. F. D. #4, Cumberland City, Tenn.	Pvt.	Oct. 14th, 1917	
Eason, Troy, R. F. D. #2, Lagrange, N. C.	Pvt., 1st Cl.	Aug. 16th, 1918	
Eckenrod, William R., Sunburst, N. C.	Corp.	Oct. 14th, 1917	
Edmonds, Hozron H., Weaverville, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Edmondson, Oscar, New Tazwell, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Edwards, Dorsey D., Kityton, Tenn.	Wagoner	Oct. 14th, 1917	
Elam, Hervie H., Santa Fe, Tenn.	Sgt., 1st Cl.	Oct. 14th, 1917	
Elkins, Bell S., Eureka, Tenn.	Corp.	Oct. 14th, 1917	Aug. 31st, 1918, wounded shell fire
Elliott, Benjamin R., Marion, N. C.	Pvt.	Aug. 10th, 1917	Nov. 1st, 1917, transferred to Company E
Elwood, Patrick J., 302 West St., Wheeling, W. Va.	Pvt.	Aug. 16th, 1918	
Ennis, Lindsay, Dukes, N. C.	Corp.	Oct. 14th, 1917	
Escue, Charlie, Murfreesboro, Tenn.	Pvt.	Oct. 14th, 1917	Jan. 28th, 1918, transferred to Motor Truck Regiment
Eubanks, Edward A., Prospect, Tenn.	Corp.	Oct. 14th, 1917	Jan. 30th, 1918, transferred to 41st Engineers
Evans, Parris E., R. F. D. #3, Kingsport, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Everett, Leslie A., Parkton, N. C.	Sgt.	June 25th, 1917	
Fairchilds, Walter H., Glenn Mary, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Farmer, Glenn, Waynesville, N. C.	Sgt., 1st Cl.	Oct. 14th, 1917	Aug. 5th, 1918, transferred to Headquarters Company
Farrel, Henry B., Wilmington, N. C.	Pvt.	April 13th, 1917	Mar. 6th, 1918, transferred to Headquarters Company
Farrow, Herbert F., Route #2, Wilmington, N. C.	Pvt.	May 20th, 1917	Oct. 11th, 1918, transferred to Headquarters Company
Farrow, Ilie, R. F. D. #2, Wilmington, N. C.	Cook	Aug. 12th, 1916	
Farrow, Theodore T., Masonboro Sound, N.C.	Sgt.	April 30th, 1917	
Faulk, George McC., 906 S. 3rd St., Wilmington, N. C.	Corp.	May 3rd, 1917	

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Fenly, Green Jr., Wilmington, N. C.	Sgt., 1st Cl.	April 10th, 1917	July 1st, 1918, commissioned
Fenly, William, Wilmington, N. C.	Sgt., 1st Cl.	Aug. 12th, 1916	July 1st, 1918, commissioned
Ferguson, William, St. Paul, N. C.	Pvt.	July 10th, 1917	Oct. 27th, 1917, discharged
Fitzgerald, William H., 4302 Wyoming Ave., Nashville, Tenn.	Pvt.	Oct. 14th, 1917	
Flanagan, Martin T., 508 N. 3rd St., Wilmington, N. C.	Sgt.	Aug. 13th, 1916	Oct. 21st, 1917, transferred to Company F
Fleming, Clarence B., 4726 Greer Ave., St. Louis, Mo.	Pvt.	May 1st, 1918	
Fleshman, John E., Elton, W. Va.	Pvt.	Aug. 16th, 1918	
Flora, Connie C., East Prairie, Mo.	Wagoner	May 1st, 1918	
Fox, Robert W., High Point, N. C.	Pvt.	Mar. 9th, 1918	May 1st, 1918, transferred to Prov. Battalion
Fry, Haywood H., Carthage, N. C.	Sgt.	Aug. 20th, 1916	
Fuller, William F., Bessemer City, N. C.	Sgt.	Aug. 30th, 1916	
Geary, Leo, Woodstock, Va.	Pvt.	May 1st, 1917	May 10th, 1918, transferred to Base Hospital
Goff, Guy B., Louisville, Ky.	Sgt. Bugler	Sept. 30th, 1916	Sept. 16th, 1917, transferred to Headquarters Company
Gore, Daniel L., Whiteville, N. C.	Sgt., 1st Cl.	Sept. 10th, 1916	Nov. 24th, 1918, transferred to Army School
Gorman, John L., Dennedy and 15th Sts., Hessville, Ind.	Corp.	April 26th, 1917	
Graham, Burton McK., R. F. D. #1, Richardson, N. C.	Sgt.	June 4th, 1918	April 21st, 1918, transferred to Headquarters Company
Grant, John E., 101 N. 5th Ave., Wilmington, N. C.	Pvt.	Aug. 12th, 1916	July 4th, 1918, transferred to Headquarters Company
Grimm, Joe, Carthage, N. C.	Pvt.	April 5th, 1917	Oct. 10th, 1917, transferred to Company C
Grimm, Frank H., Carthage, N. C.	Pvt.	June 1st, 1917	Oct. 5th, 1917, discharged
Green, Clarence O., Lawrenceburg, Tenn.	Sgt.	Oct. 14th, 1917	
Green, James H., Jacksboro, Tenn.	Corp.	Oct. 14th, 1917	
Greer, Robert S., 503 Park St., High Point,N.C.	Pvt.	Oct. 14th, 1917	
Griffin, Jasper L., Rural Hall, N. C.	Pvt.	Aug. 16th, 1918	
Griffin, John W., Bladen St., Wilmington,N.C.	Pvt., 1st Cl.	Aug. 25th, 1916	
Griffitts, Earnest W., 40 W. Union St., Jacksonville, Fla.	Stable Sgt.	Oct. 14th, 1917	
Grimes, Ben L., Victoria, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Groce, Lethco A., Welford, S. C.	Pvt., 1st Cl.	April 26th, 1918	
Gwyn, Edwin L., 464 N. Main St., Mt. Airy, N. C.	Corp.	Oct. 14th, 1917	
Hale, Arch, Bertrand, Mo.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Base Hospital
Hamby, Joseph E., Wilder, Tenn.	Pvt.	Nov. 26th, 1918	
Hammer, James A., Rutledge, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	April 14th, 1918, died, Base Hospital
Hardee, George D., Whiteville, N. C.	Pvt.	Aug. 30th, 1916	
Hardy, James, Ostend, Fla.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Prov. Battalion
Harmon, William H., R. F. D. #13, Knoxville, Tenn.	Pvt.	Oct. 14th, 1917	Nov. 24th, 1917, transferred to Headquarters Company
Harrell, Arthur, Mt. Airy, N. C.	Corp.	Oct. 14th, 1917	
Harrelson, Edgar D., Whiteville, N. C.	Sgt.	Aug. 30th, 1916	
Harris, Albert J., 1012 Vance Ave., Chattanooga, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Harris, David J., 1819 Rush Ave., Birmingham, Ala.	Pvt., 1st Cl.	Oct. 14th, 1917	
Hartman, Arthur, Granite Quarry, N. C.	Pvt.	Aug. 10th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Hass, Wilson E., R. F. D. #4, Newton, N. C.	Pvt.	Aug. 16th, 1918	
Hearn, John H., R. F. D. #4, Elizabeth Mill, N. C.	Pvt.	April 26th, 1918	
Heath, William E., 109 Junction St., High Point, N. C.	Corp.	Oct. 14th, 1917	
Hendrickson, Ruther M., Arlington, Ky.	Pvt., 1st Cl.	Oct. 14th, 1917	
Hennessee, Bertha, R. F. D. #2, McMinnville, Tenn.	Pvt.	Oct. 14th, 1917	
Herd, William M., Ewing, Va.	Corp.	Oct. 14th, 1917	
Hewett, George H., Supply, N. C.	Corp.	Sept. 14th, 1916	
Hickman, James M., Lansing, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Hicks, Oscar, Rosy Clear, Ill.	Pvt.	April 26th, 1918	
Higdon, Robert W., Cedar Hill, Tenn.	Pvt.	Oct. 14th, 1917	
Hill, Thomas G., Louisburg, N. C.	Pvt.	April 26th, 1918	
Hinson, Burl G., Monroe, N. C.	Pvt.	April 26th, 1918	May 17th, 1918, Base Hospital Camp Sevier
Hobbs, Ernest P.	Pvt.	June 14th, 1917	Aug. 20th, 1917, transferred to 117th Engineers
Holloman, Thomas P., Macon, Ga.	Sgt.	June 30th, 1917	Oct. 4th, 1918, transferred to Headquarters Company
Horner, William E., R. F. D. #11, Knoxville, Tenn.	Pvt.	April 26th, 1918	
Howe, Roy O., 531 Wallace St., Ft. Wayne, Ind.	Sgt.	April 26th, 1818	
Hughes, Jabe, Oliver Springs, Tenn.	Pvt.	Oct. 14th, 1917	
Hughes, Richard A., Hemingway, S. C.	Corp.	Oct. 14th, 1917	
Hughett, Aaron, R. F. D. #2, Pioneer, Tenn.	Pvt.	Oct. 14th, 1917	
Hunter, George M., R. F. D. #1, Thomasville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Hutsel, Volna A., Rockwood, Tenn.	Pvt.	Oct. 14th, 1917	Jan. 30th, 1918, transferred to 41st Engineers
Huttleston, James H., R. F. D. #1, Rocky Mount, N. C.	Corp.	July 25th, 1917	
Israel, Thurman L., R. F. D. #3, Candler, N.C.	Pvt., 1st Cl.	April 26th, 1918	
Jackson, George B., Mt. Airy, N. C.	Pvt.	Oct. 4th, 1917	Oct. 22nd, 1917, transferred to Company E
Jackson, Vernon W., R. F. D. #5, Eau Claire, Wis.	Pvt.	Dec. 2nd, 1918	
Jamison, Brooks H., Greenville, S. C.	Pvt.	Oct. 14th, 1917	May 17th, 1918, dropped
Jarrett, Charles H., Bridgewater, N. C.	Pvt.	April 26th, 1918	
Jarvis, Enoch C., Farmington, N. C.	Pvt.	Aug. 16th, 1918	
Jeffries, Lenard, 290 N. W. 3rd St., Linton, Ind.	Pvt.	Aug. 16th, 1918	
Jenkins, Edgar O., Carthage, N. C.	Pvt.	June 10th, 1917	Nov. 26th, 1918, transferred to Company B
Jennette, Sidney E., Ladelanding, N. C.	Sgt., 1st Cl.	Nov. 1st, 1917	April 3rd, 1918, transferred to Headquarters Company
Johnson, Fred N., Seamore, Tenn.	Pvt.	Nov. 21st, 1917	Jan. 30th, 1918, transferred to 464th Pontoon Train
Johnson, Heming O., R. F. D. #1, Clarissa, Minn.	Pvt.	April 26th, 1918	
Johnson, Raymond C., 1035 77th St., Chicago, Ill.	Corp.	April 26th, 1918	
Johnson, Charlie E., Kenly, N. C.	Pvt.	Oct. 1st, 1917	Jan. 29th, 1918, transferred to Motor Truck Regiment
Jolly, Fentrice N., Lumberton, N. C.	Bugler	April 10th, 1917	
Jones, Albert L., Mt. Airy, N. C.	Pvt.	Sept. 30th, 1917	Oct. 24th, 1917, transferred to 41st Engineers
Jones, John F., 306 Orange St., Wilmington, N. C.	Pvt.	Aug. 30th, 1916	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Jones, Will, Forest City, N. C.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Prov. Battalion
Jones, William M., Greenville, S. C.	Pvt.	June 25th, 1917	Jan. 14th, 1919, transferred to Headquarters Company
Jordan, Monie P., R. F. D. #2, Middlesex, N.C.	Pvt.	April 26th, 1918	
Justice, Aubey B., Sneeds Ferry, N. C.	Pvt.	May 1st, 1917	Jan. 25th, 1918, transferred to 105th Supply Train
Kale, Percy W., R. F. D. #2, Catawba, N. C.	Pvt.	April 26th, 1918	
Kearney, Durwood B., Franklinton, N. C.	Pvt.	April 26th, 1918	
Keipert, Herbert B., Johnson Creek, Wis.	Pvt.	Dec. 24th, 1918	
Kellett, Charles T., 259 Chestnut St., Lynn, Mass.	Pvt. 1st Cl.	Aug. 16th, 1918	
Kelly, George, 355 Aldine St., Oakland, Cal.	Pvt.	Dec. 4th, 1918	
Kelly, James F., Wilmington, N. C.	Corp.	Oct. 25th, 1916	Sept. 20th, 1917, transferred to 424th Depot Detachment
Kennedy, Hal R., 514 Caswell St., Kinston, N. C.	Pvt.	April 26th, 1918	
Kennett, Sherman F., Graysville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Kent, John A., Sparta, Tenn.	Corp.	Oct. 14th, 1917	
Kernodle, Shearl, 922 Highland Ave., Indianapolis, Ind.	Pvt.	April 26th, 1918	
King, Clyde E., Whitborne, Tenn.	Pvt.	Oct. 14th, 1917	May 1st, 1918, transferred to Prov. Battalion
Landreth, Albert W., R. F. D. #2, Soddy, Tenn.	Pvt.	Oct. 14th, 1917	Jan. 7th, 1918, discharged
Lanier, Sterling A., 211 Davis St., Wilmington, N. C.	Pvt.	Sept. 3rd, 1916	
Lawrence, Joseph R., Como, N. C.	Pvt.	April 26th, 1918	June 27th, 1918, transferred to Base Hospital, died of pneumonia, July 25th, 1918
Leakey, Clarence E., Ft. Wayne, Ind.	Pvt., 1st Cl.	Aug. 16th, 1918	
Lee, John H., R. F. D. #1, Fairmont, N. C.	Corp.	June 22nd, 1917	
Lee, James E., Dunn, N. C.	Pvt.	July 14th, 1917	Sept. 16th, 1917, transferred to Headquarters Company
Long, Barney, Houston, Fla.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Prov. Battalion
Long, Henry H., 1908 Richmond Ave., Richmond, Va.	1st Sgt.	Aug. 16th, 1916	
Long, John H., Arthur, Tenn.	Cook	Oct. 14th, 1917	
Long, St. Vinston, Clarkton, N. C.	Pvt., 1st Cl.	June 20th, 1917	
Lowery, Grotge W., Dayton, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Lyon, Benjamin R., North Side, N. C.	Pvt.	April 26th, 1918	
Lyons, Robert T., LaFollette, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Mack, Joseph B., Richmond, Va.	Pvt.	May 1st, 1917	Jan. 9th, 1918, transferred to Army Headquarters Reg.
Madden, Marshall, Asheville, N. C.	Pvt.	Oct. 14th, 1917	
Maddrey, Woody G., Seaboard, N. C.	Pvt.	April 1st, 1918	May 17th, 1918, transferred to Base Hospital
Malle, Mick, Skolo Move Chaggy Tsongg Zmyrno, Turkey	Pvt., 1st Cl.	Nov. 1st, 1917	
Malley, Frank R., 704 N. Broadway, Joliet, Ill.	Pvt.	Aug. 16th, 1918	
Malloy, James E., 5343 Gilson Ave., St. Louis, Mo.	Pvt.	April 26th, 1918	
Marshall, John, 2326 Kentucky Ave., Joplin, Mo.	Corp.	April 26th, 1918	
Mason, James M., Wilmington, N. C.	Pvt.	Mar. 1st, 1918	May 1st, 1918, transferred to Prov. Battalion
Mason, Robert, Chattanooga, Tenn.	Sgt.	Oct. 14th, 1917	Aug. 31st, 1918, wounded, shell fire

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Massengale, James D., Wildwood, Ga.	Pvt. 1st Cl.	Oct. 14th, 1917	
Massey, Rufus W., Wildwood, Ga.	Pvt. 1st Cl.	Oct. 14th, 1917	
Mays, John L., R. F. D. #3, Jackson, Tenn.	Sgt.	Oct. 14th, 1917	
McCurry, Dallas R., Copperhill, Tenn.	Corp.	Oct. 14th, 1917	Nov. 16th, 1918, transferred to Company B
McDonald, Edwin L., St. Paul, N. C.	Corp.	June 25th, 1917	
McGill, Luther W., R. F. D. #3, Sevierville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
McGowan, Edward S., Jacksonville, N. C.	Pvt.	Oct. 14th, 1917	Nov. 24th, 1917, transferred to Headquarters Company
McKee, Mallard, R. F. D. "A," Florala, Ala.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Base Hospital
McKoy, Francis K., 402 S. 3rd St., Wilmington, N. C.	Pvt.	July 1st, 1917	Sept. 30th, 1917, commissioned
McNair, William A., Bridgewood Ave., Daytona, Fla.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Base Hospital
McNeil, Lauchlin, Fayetteville, N. C.	Pvt., 1st Cl.	Aug. 1st, 1917	Jan. 30th, 1918, transferred to 41st Engineers
Michael, Daniel J., 700 English St., High Point, N. C.	Sgt.	Oct. 14th, 1917	
Middleton, Dick, Hogan, Va.	Pvt.	Aug. 16th, 1918	
Miller, Arch, Big Horse Creek, W. Va.	Pvt.	Aug. 16th, 1918	
Miller, George N., Forest Depot, Va.	Sgt.	Oct. 1st, 1917	Jan. 30th, 1918, transferred to 41st Engineers
Miller, Joseph, Coal Creek, Tenn.	Pvt.	Oct. 14th, 1917	
Miller, Raymond R., Asheville, N. C.	Pvt.	Oct. 14th, 1917	July 9th, 1918, transferred to Replacement Battalion
Miller, Roy L., Cedar Hill, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Miller, William A., Coal Bluff, Ind.	Pvt.	Oct. 14th, 1917	
Miller, William T., Bluff City, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Minnich, Lewis G., Wills Foundry, Tenn.	Corp.	Oct. 14th, 1917	Nov. 24th, 1918, transferred to Hospital
Mize, Rish T., Mascot, Tenn.	Pvt.	Oct. 14th, 1917	
Moffitt, Howell E., Dunlap, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Moody, Howard F., Mt. Airy, N. C.	Corp.	Sept. 20th, 1917	Oct. 17th, 1917, discharged
Morgan, Renzie, R. F. D. #2, High Point, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Mullins, Lewis S., Dunden, W. Va.	Pvt.	April 26th, 1918	
Mysinger, William W., Seddy, Tenn.	Pvt.	Oct. 14th, 1917	
Neumann, Frank H., Ridgeway, Ill.	Pvt.	Aug. 16th, 1918	
Newkirk, Marion W., Watha, N. C.	Pvt.	Oct. 14th, 1917	Nov. 1st, 1917, transferred to Company F
Newman, John T., Jr., Wilmington, N. C.	Sgt.	April 10th, 1917	July 26th, 1918, transferred to Army Candidate School
Nicholas, Charles G., 712 Hamilton Ave., St. Louis, Mo.	Pvt.	April 14th, 1918	
Nye, Edgar E., Bolton, N. C.	Sgt.	Sept. 20th, 1916	
O'Connell, John J., 212 E. 9th St., Pittsburg, Kan.	Pvt.	April 26th, 1918	
O'Neal, Eugene F., R. F. D. #1, Selma, N. C.	Pvt.	April 26th, 1918	
Osberg, Charles G., Chicago, Ill.	Pvt.	Dec. 4th, 1918	
Osborne, John R., Greenville, S. C.	Pvt.	Oct. 14th, 1917	Aug. 25th, 1918, transferred to Company D
Overall, Nathaniel D., Murfreesboro, Tenn.	Corp.	Oct. 14th, 1917	
Overton, Floyd D., Ahoskie, N. C.	Pvt.	May 1st, 1918	July 12th, 1918, transferred to Headquarters Company
Owen, John W., High Point, N. C.	Pvt.	Oct. 14th, 1917	Jan. 27th, 1918, transferred to Motor Truck Regiment

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Padrick, Walter J., R. F. D. #2, Wilmington, N. C.	Corp.	Sept. 20th, 1916	
Palmer, Claud, R. F. D. #1, Asheville, N. C.	Pvt.	Oct. 14th, 1917	Sept. 30th, 1918, gassed
Parmele, Pollock, Plattsmouth, Neb.	Sgt.	Mar. 9th, 1918	
Parrish, Ernest V., 253 W. Depot St., Concord, N. C.	Pvt.	Dec. 3rd, 1917	Jan. 3rd, 1918, transferred to Headquarters Company
Pendley, John, Maryville, Tenn.	Pvt.	Nov. 26th, 1918	
Pennington, Marcus, R. F. D. #1, Duff, Tenn.	Pvt.	Oct. 14th, 1917	
Peyton, DeWitt T., St. Charles, Mo.	Wagoner	April 26th, 1918	
Phillips, James, R. F. D. #2, Jacksboro, Tenn.	Pvt.	Sept. 20th, 1917	Nov. 1st, 1917, transferred to Company F
Phillips, John H., Mascott, Tenn.	Pvt.	Aug. 16th, 1918	
Pierce, Marshal T., R. F. D. #3, Speedwell, Tenn.	Pvt.	Oct. 14th, 1917	
Pigg, Charlie C., Route A, Wadesboro, N. C.	Pvt., 1st Cl.	April 26th, 1918	
Pitman, Roger R., Barnesville, N. C.	Bugler	June 1st, 1917	Nov. 14th, 1918, transferred to Washington Barracks
Poisson, Du Brutz, Wilmington, N. C.	Sgt.	June 10th, 1917	Dec. 1st, 1918, transferred to Headquarters Company
Poland, Jop R., R. F. D. #1, Nashville, N. C.	Pvt.	April 24th, 1918	
Pomeroy, Olin K., Ft. Myers, Fla.	Pvt.	Oct. 14th, 1917	Jan. 14th, 1919, transferred to Headquarters Company
Porter, Cyrus T., Hammer, S. C.	Pvt.	July 13th, 1917	Dec. 4th, 1917, transferred to 105th Motor Repair Shop
Potter, Clarence, Frankfort, Tenn.	Corp.	Oct. 14th, 1917	
Powers, John R., 5641 Chamberlain Ave., St. Louis, Mo.	Pvt.	April 26th, 1918	
Prentice, Lonnie B., 588 N. 7th St., Memphis, Tenn.	Pvt.	Oct. 14th, 1917	May 1st, 1918, transferred to Provisional Battalion
Price, Robert L., St. Clair, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Pruden, Loddie G., Oakman, Ala.	Pvt.	April 26th, 1918	
Quinlivan, William F., Wilmington, N. C.	Sgt.	June 3rd, 1917	July 30th, 1918, commissioned
Rainey, James M., Chappel Hill, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Reagan, Oakley C., Little Crab, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Reece, Bartley J., Midway, N. C.	Pvt.	Oct. 14th, 1917	
Respess, Samuel J., Washington, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	Nov. 1st, 1917, transferred to Headquarters Company
Rice, Horace F., R. F. D. #2, Asheville, N. C.	Pvt.	Oct. 14th, 1917	
Rich, Theodore S., R. F. D. #3, Gridley, Ill.	Pvt.	Dec. 4th, 1918	
Richardson, Albert R., R. F. D. #1, Calahaln, N. C.	Pvt.	Oct. 14th, 1917	May 1st, 1918, transferred to Provisional Battalion
Ricker, Wade, R. F. D. #15, Greenville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Ridings, Charlie M., Whiteville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Ridling, Ira, Salisbury, N. C.	Pvt.	Aug. 16th, 1918	
Riggs, Willie, Mt. Airy, N. C.	Horseshoer	Oct. 14th, 1917	
Rivenbark, Loftin, Wilmington, N. C.	Pvt.	Sept. 20th, 1916	Feb. 22nd, 1918, transferred to Headquarters Company
Roberts, Hal S., Maple, N. C.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Provisional Battalion
Rogers, Charles R., Wilmington, N. C.	Corp.	June 1st, 1917	May 22nd, 1918, transferred to Headquarters Company
Rogers, Julius F., Seagate, N. C.	Wagoner	Aug. 20th, 1916	
Rogers, Stephen L., R. F. D. #1, Jasper, Tenn.	Wagoner	April 26th, 1918	
Ross, Clay C., Church Hill, Tenn.	Sgt.	Oct. 14th, 1917	
Roth, Rupert M., 4010 W. 4th St., Chicago, Ill.	Pvt.	Dec. 4th, 1918	
Rouse, Herbert, R. F. D. #4, LaGrange, N. C.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Provisional Battalion

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Rouse, Robert L., Wilmington, N. C.	Pvt.	June 1st, 1917	Sept. 29th, 1917, transferred to 424th Depot Detachment
Rowlett, George B., Medina, Tenn.	Pvt.	Oct. 14th, 1917	Nov. 7th, 1917, transferred to 308th Bakery Company
Russell, John, R. F. D. #3, Oliver Springs, Tenn.	Cook	Oct. 14th, 1917	
Rust, Frank H. C., Hopewell, Va.	Pvt.	Oct. 14th, 1917	Mar. 6th, 1918, transferred to Headquarters Company
Saintsing, Edward O., Mt. Airy, N. C.	Pvt.	Oct. 14th, 1917	Jan. 3rd, 1918, transferred to Motor Truck Company
Schnibbem, LeRoy, Wilmington, N. C.	Sgt.	Aug. 12th, 1916	
Schubert, Max H., Wilmington, N. C.	Pvt.	Aug. 12th, 1916	Sept. 21st, 1917, discharged
Sears, Frank W., 102 N. 4th St., Wilmington, N. C.	Corp.	May 6th, 1917	Feb. 25th, 1918, transferred to 20th Engineers
Shaffer, Earl M., Macedonia, Ill.	Corp.	April 26th, 1918	
Shannon, John E., Jr., Wilmington, N. C.	Corp.	June 2nd, 1917	April 7th, 1918, transferred to Headquarters Company
Sheil, John F., Cincinnati, O.	Pvt.	Sept. 1st, 1918	
Sheppard, Burl J., Wilmington, N. C.	Pvt.	Sept. 20th, 1916	Feb. 22nd, 1918, transferred to Headquarters Company
Simmons, DeWitt F., Mints, N. C.	Pvt.	Aug. 12th, 1917	
Simmons, Fitzhugh L., Mints, N. C.	Corp.	Aug. 12th, 1917	
Simmons, Henry C., Mints, N. C.	Pvt.	Aug. 12th, 1917	Dec. 8th, 1917, discharged
Simmons, Vander L., Delco, N. C.	Corp.	April 26th, 1917	
Sims, Dillard, High Cliff, N. C.	Pvt.	Oct. 14th, 1917	May 1st, 1918, transferred to Provisional Battalion
Sisson, John P., Seddy, Tenn.	Corp.	Oct. 14th, 1917	
Slaven, Crusoe, Oneida, Tenn.	Corp.	Oct. 14th, 1917	
Smith, Alvin, R. F. D. #2, Wilmington, N. C.	Pvt.	April 30th, 1917	May 1st, 1918, transferred to Provisional Battalion
Smith, Arthur G., Winston-Salem, N. C.	Corp.	July 27th, 1917	April 3rd, 1918, transferred to Company E
Smith, Arthur H., R. F. D. #2, Wilmington, N. C.	Pvt.	April 10th, 1917	May 3rd, 1918, transferred to Provisional Battalion
Smith, Crowell F., Oaksboro, N. C.	Pvt.	April 26th, 1918	May 17th, 1918, transferred to Base Hospital
Smith, Henry W., 203 Morgan St., Jackson, Tenn.	Pvt.	Sept. 2nd, 1917	Nov. 1st, 1917, transferred to 308th Bakery Company
Smith, James F., Bolton, N. C.	Sgt.	Sept. 4th, 1916	
Smith, William F., 607 Holstein Ave., Bristol, Tenn.	Wagoner	Oct. 14th, 1917	
Smith, Lewis R., 320 McRee St., Wilmington, N. C.	Corp.	Sept. 1st, 1916	Jan. 28th, 1918, transferred to Motor Truck Regiment
Sneeden, James E., 14 S. 7th St., Wilmington, N. C.	Sgt., 1st Cl.	Aug. 12th, 1916	
Sneeden, William A., Seagate, N. C.	Corp.	Sept. 3rd, 1916	
Spicer, Joseph T., Dyersburg, Tenn.	Pvt.	Oct. 14th, 1917	Nov. 24th, 1917, transferred to 308th Bakery Company
Strain, Andrew J., 4521 Arlinton Ave., St. Louis, Mo.	Pvt.	April 26th, 1918	
Strickland, Wilbur B., 200 E. Russell St., High Point, N. C.	Cook	Oct. 14th, 1917	
Suggs, Clayton R., 1804 N. St. Norfolk, Va.	Pvt., 1st Cl.	Aug. 16th, 1916	
Sweeney, John H., 412 N. 2nd St., Wilmington, N. C.	Sgt., 1st Cl.	Aug. 16th, 1916	
Swope, Clyde W., S. Pittsburg, Tenn.	Pvt.	Oct. 14th, 1917	Mar. 10th, 1918, transferred to 35th Engineers

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Tamer, George, 121 W. Iowa St., Memphis, Tenn.	Cook	Oct. 14th, 1917	
Taylor, Raymond A., R. F. D. #3, Jonesboro, Tenn.	Corp.	Oct. 14th, 1917	
Taylor, Jake W., 168 Morgan Ave., Spartanburg, S. C.	Pvt.	Oct. 14th, 1917	May 17th, 1918, transferred to Base Hospital
Taylor, Worth, Pageland, S. C.	Wagoner	Aug. 16th, 1916	
Thomas, William P., Broadway, N. C.	Pvt.	July 25th, 1917	Mar. 11th, 1918, transferred to Headquarters Company
Thomason, Bonnor H., Newbern, N. C.	Sgt., 1st Cl.	Sept. 1st, 1917	Aug. 10th, 1918, transferred to Headquarters Company
Thompson, Clarence E., 460 Biltmore Ave., Asheville, N. C.	Pvt.	Oct. 14th, 1917	
Thrower, Ace, Clio, S. C.	Pvt.	Oct. 14th, 1917	May 1st, 1918, transferred to Provisional Battalion
Timmons, Charlie H., Mt. Airy, N. C.	Corp.	Oct. 1st, 1917	Oct. 20th, 1917, transferred to Company C
Tinnon, James M., R. F. D. #7, Asheville, Tenn.	Corp.	Oct. 14th, 1917	
Tompkins, Henry J., Scotts Hill, N. C.	Sgt.	Oct. 14th, 1917	
Topel, Herbert A., Wilmington, N. C.	Pvt.	June 5th, 1917	Aug. 29th, 1917, transferred to 117th Engineers
Trent, John E., Charleston, Mo.	Pvt.	April 26th, 1918	
Turrentine, John W., Wilmington, N. C.	Sgt.	Aug. 12th, 1916	
Tyson, Frank B., Knoxville, Tenn.	Pvt.	Oct. 14th, 1917	Mar. 9th, 1918, transferred to Company F
Ussery, Cornelius H., R. F. D. #1, Red Springs, N. C.	Sadler	Sept. 20th, 1916	
Vaughn, Daniel, Star Route #8, Marion, N. C.	Wagoner	Oct. 14th, 1917	April 30th, 1918, transferred to Hospital
Wallace, William C., Jamesville, N. C.	Pvt.	April 26th, 1918	
West, Carson A., Allenton, N. C.	Pvt.	Oct. 14th, 1917	Nov. 20th, 1917, died, Base Hospital
White, Henry A., Whitwell, Tenn.	Pvt.	Oct. 14th, 1917	
Whitted, Hugh P., Mebane, N. C.	Sgt., 1st Cl.	Sept. 1st, 1917	Sept. 16th, 1917, transferred to Headquarters Company
Williams, Branch L., Fairview, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Williams, Walter M., 1213 9th St., Wilmington, N. C.	Sgt.	June 3rd, 1917	
Williamson, George H., 10 N. 8th St., Wilmington, N. C.	Corp.	July 25th, 1917	
Wortham, Ernest M., Chappel Hill, Tenn.	Pvt.	Nov. 1st, 1917	Oct. 14th, 1917, died, Base Hospital
Wylie, John G., Correo, N. M.	Corp.	April 26th, 1918	
Yandle, Bert V., R. F. D. #6, Monroe, N. C.	Pvt.	April 26th, 1918	

COMPANY B, 105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Boesch, Clarence E., Charlotte, N. C.	Captain	Aug. 3rd, 1916	Feb. 25th, 1918, transferred to Regimental Staff as Adjutant
Winthrop, Guy L., 525 N. Monroe St., Tallahassee, Fla.	Captain	Sept. 23rd, 1916	
Church, Hubert A., 112 Malvern Ave., Cherrydale, Va.	1st Lieut.	Dec. 1st, 1917	July 16th, 1918, wounded
Cilley, Joseph E., Hickory, N. C.	1st Lieut.	Nov. 28th, 1918	



NGINEERS, 30th DI



Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Marrian, Ralph R., Ten Eyck St., Watertown, N. Y.	1st Lieut.	Oct. 7th, 1918	Oct. 18th, 1918, killed in action
Spence, Albert H., Green St., Auburndale, Flushing, N. Y.	1st Lieut.	Oct. 1st, 1917	Jan 15th, 1919, transferred to Regiment Headquarters as Battalion Adjutant
Trescott, John H., Pendleton, S. C.	1st Lieut.	Sept. 7th, 1916	
Dillard, Henry B., Gates St., Huntsville, Ala.	2nd Lieut.	Nov. 6th, 1917	Feb. 6th, 1919, transferred to First Division Depot, St. Aignan, France
Jennett, Sidney E., Greenville, N. C.	2nd Lieut.	July 26th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Abernethy, Marion T., Charlotte, N. C.	Corp.	May 6th, 1917	
Adams, Perry A., Fountain City, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Anderson, Karl R., 65 Hugart St., Muskegon, Mich.	Pvt.	May 20th, 1918	
Atkins, Raymond P., Concord, N. C.	Pvt., 1st Cl.	Oct. 3rd, 1916	
Ayers, Raymond W., Charlotte, N. C.	Pvt.	May 12th, 1917	Nov. 1st, 1917, transferred to Company F, 105th Engineers
Ball, Rearl, Ages, Ky.	Pvt., 1st Cl.	July 1st, 1918	
Bargary, Harry H., 102 Bodily St., New South Memphis, Tenn.	Wagoner	Oct. 18th, 1917	
Beatty, Dewitt S., Charlotte, N. C.	Sgt.	Aug. 26th, 1916	
Beaver, Walter M., Salisbury, N. C.	Pvt., 1st Cl.	Oct. 20th, 1916	
Beaver, Raymond D., Charlotte, N. C.	Pvt.	May 30th, 1917	Jan. 14th, 1918, discharged
Bell, Robert H., Chocowinity, N. C.	Pvt.	Oct. 3rd, 1916	Nov. 10th, 1918, transferred to 19th Engineers
Bennett, Eston H., Bon Air, Tenn.	Pvt.	Oct. 18th, 1917	
Benson, James O., Woodleaf, N. C.	Corp.	April 1st, 1917	
Berry, Walter C., Knoxville, Tenn.	Pvt.	Oct. 18th, 1917	Nov. 19th, 1917, transferred to Headquarters Company, 105th Engineers
Berryhill, James L., Memphis, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Beverly, Joseph P., Wadesboro, N. C.	Pvt., 1st Cl.	May 1st, 1917	
Bieser, Henry G., E. St. Louis, Ill.	Pvt.	Feb. 26th, 1918	
Black, Ernest F., Mt. Holly, N. C.	Sgt.	June 6th, 1917	
Blanton, Auty O., Charlotte, N. C.	Pvt., 1st Cl.	June 18th, 1917	
Blythe, Joe L., Huntersville, N. C.	Master Engr.	June 4th, 1917	Aug. 1st, 1918, transferred to Headquarters Company, 105th Engineers
Bolton, Robert L., Orme, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Bowers, James M., Peachland, N. C.	Pvt., 1st Cl.	Sept. 22nd, 1917	
Brown, Carl G.	Pvt., 1st Cl.		Oct. 17th, 1918, wounded
Camp, Dewey G., Shelby, N. C.	Pvt.	Sept. 18th, 1916	May 5th, 1918, dropped
Campbell, Charles P., Coalfield, Tenn.	Pvt.	Oct. 18th, 1917	
Canizarro, Fortunato, 202 Elizabeth St., New York, N. Y.	Pvt.	Nov. 5th, 1918	
Caniel, Thomies L., Concord, N. C.	Pvt.	June 25th, 1916	
Cannon, Henry W.	Pvt.	Oct. 18th, 1917	Mar. 13th, 1918, discharged
Carroll, John S., La Follett, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Cash, William I., Adamsville, Ala.	Pvt.	Nov. 5th, 1918	
Cassaus, Raymond, Brooklyn, N. Y.	Pvt.	Nov. 5th, 1918	
Castriomo, Joseph, Petrealia Soprana, Italy	Pvt.	Nov. 5th, 1918	
Cathey, James L., Mooresville, N. C.	Wagoner	Aug. 13th, 1916	
Centers, Rolan, Viva, Ky.	Pvt.	June 29th, 1917	
Chaney, Melvin, Pitts, Ky.	Pvt.	June 14th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Chapman, Christopher, Coffeyville, Miss.	Pvt.	Sept. 4th, 1918	
Chavez, Cresencio, San Marcial, N. M.	Pvt.	Jan. 5th, 1918	
Chavez, Venencio, Palma, N. M.	Pvt.	Nov. 5th, 1918	
Choate, James B., Hentersville, N. C.	Corp.	June 30th, 1917	
Choate, Ruel R., Caddo, Okla.	Pvt.	Nov. 5th, 1918	
Christain, Henry, New Eddingburg, Ark.	Pvt.	Nov. 5th, 1918	
Ciardullo, Antonio, Brooklyn, N. Y.	Pvt.	Nov. 5th, 1918	
Clanton, Thomas D., Vima, Ala.	Pvt.	Nov. 5th, 1918	
Clark, Charlie, Almo, Ga.	Pvt.	Nov. 5th, 1918	
Clawson, Carl C., Blue Jacket, Okla.	Pvt.	Nov. 5th, 1918	
Clement, Willie H., Spencer, N. C.	Pvt.	Sept. 20th, 1917	Sept. 12th, 1918, admitted to hospital
Clements, John Q. A., Millton, Ga.	Pvt.	Nov. 5th, 1918	
Cobbs, Chester, Many, La.	Pvt.	Nov. 5th, 1918	
Cochran, Brucy, Wilscot, Ga.	Pvt.	Nov. 5th, 1918	
Cockman, John F., Mountain Valler, Ark.	Pvt.	Nov. 5th, 1918	
Cofield, William H., Philcampbell, Ala.	Pvt.	Nov. 5th, 1918	
Collins, Albert C., Chestoe, Ga.	Pvt.	Nov. 5th, 1918	
Conely, Joseph C., Little Rock, Ark.	Pvt.	Nov. 5th, 1918	
Connell, Harvey B., Charlotte, N. C.	Pvt.	Sept. 20th, 1916	
Connelly, Allen N., Nunnelly, Tenn.	Sgt.	Oct. 18th, 1917	
Connelly, George C., Franklin, N. C.	Pvt.	Nov. 5th, 1918	
Cooter, Hubert, 409 Pine St., Johnson City, Tenn.	Pvt.	Oct. 18th, 1917	
Costillo, Juan, Torren, N. M.	Pvt.	Nov. 5th, 1918	
Cottrell, Rodrick, Arthur, Tenn.	Pvt.	Oct. 18th, 1917	
Coulter, Harry B., Newton, N. C.	Sgt., 1st Cl.	Apr. 19th, 1917	
Crank, Sam, Tuler, Ky.	Pvt.	May 20th, 1918	
Daugherty, William, Briceville, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Davis, John D., Lee City, Ky.	Pvt.	May 20th, 1918	
Dawkins, Bruce R., Lilesville, N. C.	Pvt.	May 20th, 1917	
Dettmar, Lanie C., Kings Mountain, N. C.	Corp.	Oct. 12th, 1916	
Diggs, Andrew S., Lilesville, N. C.	Pvt.	May 20th, 1917	
Doss, Knox C., Westmorland, Tenn.	Pvt.	Oct. 18th, 1917	
Drummey, William L., Denver, Colo.	Pvt.	Nov. 5th, 1918	
Duncan, Henry D., Webb City, Mo.	Pvt.	Sept. 19th, 1917	
Eads, Grover C., Rockwell, S. C.	Pvt.	May 21st, 1917	
Earney, Robert M., Belmont, N. C.	Pvt.	June 16th, 1917	
Edwards, Fred J., Gastonia, N. C.	Pvt.	Oct. 8th, 1916	
Ellison, James G., Goin, Tenn.	Pvt.	Oct. 18th, 1917	
Etters, Lloyd E., Mt. Holly, N. C.	Pvt.	Aug. 25th, 1916	
Everett, Victor, Plymouth, N. C.	Pvt.	June 2nd, 1917	Nov. 5th, 1917, transferred to Air Service
Farmer, Fred, Cleveland, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	Oct. 17th, 1918, killed in action
Ferguson, Joseph L., Orme, Tenn.	Sgt., 1st Cl.	Oct. 18th, 1917	
Fieker, Benjamin, Carthage, Mo.	Pvt., 1st Cl.	Mar. 18th, 1918	
Flannigan, John, Mahnomen, Minn.	Pvt.	Nov. 5th, 1918	
Fletcher, Robert F., 325 N. Tryon St., Charlotte, N. C.	Pvt.		
Floyd, Charles H., Whiteville, N. C.	Pvt.	Dec. 18th, 1916	Sept. 21st, 1917, transferred to Company A, 24th Depot Detachment
Floyd, Carl R., Whiteville, N. C.	Pvt.	Dec. 18th, 1916	Sept. 21st, 1917, transferred to Company A, 24th Depot Detachment
Fluker, Edward H.	Pvt.	Dec. 7th, 1917	Oct. 24th, 1917, transferred to Ordnance Corps
Foard, Lester W., Indian Trail, N. C.	Saddler	Aug. 24th, 1916	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Foster, Millard E., Nashville, Tenn.	Corp.	Oct. 18th, 1917	
Fouldes, John M., Charlotte, N. C.	Pvt.	May 1st, 1917	
Foulkes, James L., Rocky Mount, N. C.	Pvt.	April 15th, 1918	
Fowler, Robert H., Salisbury, N. C.	Sgt., 1st Cl.	May 15th, 1917	
Frantasel, John, Mahnomen, Minn.	Pvt.	Nov. 5th, 1918	
Frady, James C., Hickory, N. C.	Pvt.	July 20th, 1917	Sept. 14th, 1918, transferred to 105th Engineer Band
Freeman, William R., Mathews, N. C.	Bugler	Aug. 25th, 1916	
Freeman, Harry N., Charlotte, N. C.	Horseshoer	Aug. 17th, 1916	
Freedman, Robert P., Brooklyn, N. Y.	Pvt., 1st Cl.	May 25th, 1917	Nov. 19th, 1917, transferred to Company A, 102nd Engineers
Frost, Victor, Atwater, Minn.	Pvt.	Nov. 5th, 1918	
Galyean, Charles C., Boyds Creek, Tenn.	Pvt.	Oct. 18th, 1917	
Garrison, Robert H., Mooresville, N. C.	Pvt.	Sept. 20th, 1916	
Gaskins, Carlton B., Chesterfield, S. C.	Corp.	June 18th, 1917	
Gaskins, George M., Oracoke, N. C.	Pvt.	Oct. 18th, 1917	
Gathings, John T., Charlotte, N. C.	Pvt., 1st Cl.	July 4th, 1917	
Gay, Fred D., Poughkeepsie, N. Y.	Pvt.	Nov. 5th, 1918	
Geller, Cletus E., N. Detroit, Mich.	Pvt.	Mar. 28th, 1918	
Gibbs, Emmit, Eugleband, N. C.	Pvt.	Sept. 30th, 1917	Jan. 29th, 1918, transferred to 464 Provisional Train
Gilbert, Walter W., Charlotte, N. C.	Pvt.	April 11th, 1917	July 2nd, 1918, in hospital
Gordon, Hassel, Lafayette, Ind.	Master Engr., Sr. Gr.	May 12th, 1917	Jan. 15th, 1919, transferred to Headquarters Company, 105th Engineers
Gouge, Robert E., Jasper, Tenn.	Pvt.	Oct. 18th, 1917	
Gray, William P., Concord, N. C.	Pvt.	Aug. 25th, 1917	Nov. 2nd, 1917, discharged
Griffin, Edgar, Marshville, N. C.	Pvt.	Aug. 2nd, 1917	April 26th, 1918, transferred to Provisional Battalion
Green, Paul E., Lillington, N. C.	Sgt. Major	July 23rd, 1917	July 25th, 1918, transferred to Headquarters Company
Green, George P., Kings Mountain, N. C.	Pvt.	July 7th, 1917	
Hampton, James A., Knoxville, Tenn.	Pvt.	June 19th, 1916	
Haney, Earl J., Springfield, Neb.	Corp.	July 5th, 1917	
Hardin, Thomas B., Chester, S. C.	Sgt., 1st Cl.	May 15th, 1917	
Hargett, William E., Monroe, N. C.	Wagoner	June 2nd, 1917	
Harvey, Alexander, Wadesboro, N. C.	Sgt.	June 12th, 1917	
Harris, Roy D., Charlotte, N. C.	Pvt.	Sept. 19th, 1916	Oct. 20th, 1917, transferred to Motor Truck Company
Harris, Paul L., Princeton, Ky.	Pvt.	June 2nd, 1917	
Hartt, Ernest, Shelby, N. C.	Pvt.	June 21st, 1917	
Hatcher, William D., Carthage, Tenn.	Sgt.	Oct. 18th, 1917	
Harviel, Sam K., Cornelius, N. C.	Pvt., 1st Cl.	Aug. 19th, 1916	
Harwood, John L., Dunlap, Tenn.	Corp.	Oct. 18th, 1917	
Haywood, William T., Rockingham, N. C.	Pvt., 1st Cl.	July 7th, 1917	
Hedrick, Earl F., Taylorsville, N. C.	Pvt.	April 24th, 1917	Oct. 10th, 1917, transferred to Motor Truck Company
Henderson, Staley, Jennings, N. C.	Pvt., 1st Cl.	Mar. 20th, 1918	
Henry, George J., Lilesville, N. C.	Sgt.	June 24th, 1917	
Hidle, Alexander, Carthage, Mo.	Pvt., 1st Cl.	Mar. 20th, 1918	
Hicks, Charles H., Dunlap, Tenn.	Pvt.	Oct. 18th, 1917	
Hinson, Dewey G., Mint Hill, N. C.	Pvt.	April 30th, 1917	April 30th, 1918, transferred to 105th Engineer Train
Hodge, Reid, Talbotts, Tenn.	Pvt.	Oct. 18th, 1917	
Holland, Everett S., Newbern, Tenn.	Pvt.	Oct. 18th, 1917	Oct. 31st, 1917, transferred to Headquarters Company, 105th Engineers
Holley, Roy C., West, Tenn.	Sgt., 1st Cl.	Oct. 18th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Hood, Robert B., Archer, Fla.	Corp.	April 24th, 1917	
Hooper, Joseph H., Miga, Ga.	Pvt.	Aug. 17th, 1916	
Howard, Paul N., Kinston, N. C.	Sgt., 1st Cl.	April 30th, 1917	April 31st, 1918, transferred to Headquarters Company, 105th Engineers
Howard, James C., Terrell, N. C.	Pvt.	June 4th, 1917	Oct. 6th, 1917, transferred to Battery F, 113 Field Artillery
Howe, Conrad M., Princeton, Ind.	Pvt.	Aug. 1st, 1918	
Hoyle, Ambrose W., Charlotte, N. C.	Wagoner	Sept. 1st, 1917	Dec. 1st, 1918, died of broncho-pneumonia
Huddleston, Corbett A., Bolivar, Tenn.	Pvt.	Oct. 18th, 1917	
Hudson, Carl G., Charlotte, N. C.	Sgt.	May 7th, 1917	Mar. 22nd, 1918, transferred to 105th Engineer Band
Huffstickler, John, Charlotte, N. C.	Pvt.	Sept. 27th, 1916	Nov. 1st, 1917, discharged
Huggins, Horace G., Alexes, N. C.	Pvt.	Sept. 5th, 1916	Oct. 23rd, 1917, transferred to Motor Truck Company
Hunt, David L., Brevard, N. C.	Pvt.	April 25th, 1917	Nov. 20th, 1917, transferred to 114th Machine Gun Battalion
Jarvis, Daniel A., Live Oak, Fla.	Pvt.	April 1st, 1918	
Jeffers, Charles F., Grand Rapids, Mich.	Pvt.	Aug. 1st, 1918	
Jenkins, Edgar O., Carthage, N. C.	Corp.	June 16th, 1917	
Jennings, Harry V., Princeton, Ind.	Pvt.	Aug. 1st, 1918	
Jones, Raumond A., Charlotte, N. C.	Corp.	July 30th, 1917	Dec. 31st, 1917, transferred to 3rd Officers Training Camp
Keenan, Samuel H., Charlotte, N. C.	Wagoner	Sept. 5th, 1917	
Kerr, William B., Charlotte, N. C.	Pvt.	Sept. 19th, 1916	Nov. 1st, 1917, transferred to Company F, 105th Engineers
Key, Edward L., Elerbe, N. C.	Pvt.	June 2nd, 1917	
King, William E., Paw Creek, N. C.	Pvt., 1st Cl.	May 21st, 1917	
King, George T., Bridgewater, N. C.	Pvt.	Sept. 5th, 1917	
Kirkpatrick, Charles D., Charlotte, N. C.	Sgt.	April 30th, 1917	Oct. 30th, 1917, transferred to 81st Division
Knotts, Ernest T., Lilesville, N. C.	Corp.	June 18th, 1917	
Kriz, John, R. F. D. #3, Rensselaer, Ind.	Corp.	April 20th, 1918	
Lambdin, Homer W., Madisonville, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Lavender, Clark W., Old Fort, N. C.	Pvt.	Sept. 29th, 1917	
Lay, James H., Wooldridge, Tenn.	Pvt.	Oct. 18th, 1917	
Ledbetter, Charlie B., Monroe, N. C.	Sgt., 1st Cl.	May 21st, 1917	Oct. 5th, 1917, transferred to Headquarters Company, 105th Engineers
Lee, Spencer H.	Pvt.		Dropped
Lineburger, Thomas J., Rock Hill, S. C.	Pvt., 1st Cl.	April 11th, 1918	
Lemm, James V., St. Louis, Mo.	Sgt.	Dec. 31st, 1917	
Lemmond, Pars H.	Sgt., 1st Cl.		Transferred to Officers Training Camp, France
Long, Paul E., Charlotte, N. C.	Pvt., 1st Cl.	June 2nd, 1917	
Lord, Walter O., Iron Falls, Wis.	Pvt.	Nov. 20th, 1918	
Lowe, Lloyd, Charlotte, N. C.	Pvt., 1st Cl.	Sept. 20th, 1917	
Maddux, John W., Winfield, Kan.	Sgt.	April 20th, 1918	
Main, Noah, Sands, N. C.	Pvt.	April 18th, 1918	May 17th, 1918, transferred to Provisional Battalion
Marino, Betta, Walldridge, Tenn.	Pvt.	Oct. 18th, 1917	Nov. 29th, 1917, discharged
Marschel, William P., 3818 Forest Park Boulevard, St. Louis, Mo.	Corp.	April 20th, 1918	
Martin, Baxter W., Gastonia, N. C.	Pvt.	June 30th, 1917	
Martin, Walter, Ninety Six, S. C.	Pvt.	April 8th, 1917	Nov. 25th, 1917, transferred to 118th Field Hospital
Mauldin, William A., Pontatac, Miss.	Pvt.	Oct. 18th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Maxwell, Eastley, Whiteside, Tenn.	Pvt.	Oct. 18th, 1917	Dec. 20th, 1917, died
Mayes, Mart, Lilesville, N. C.	Pvt.	Oct. 18th, 1917	Nov. 10th, 1917, discharged
Maynard, George G., Carey, N. C.	Sgt.	April 20th, 1918	
Medlin, Eugene, Clayton, N. C.	Wagoner	April 20th, 1918	
Meeks, John W., Knights, Fla.	Pvt.	April 20th, 1918	
Midgett, John W., Stumpy Point, N. C.	Corp.	May 2nd,1917	
Milam, Thomas P., Clinton, S. C.	Pvt.	April 20th, 1918	
Milligan, Clarence, Nelson Creek, Ky.	Pvt.	Aug. 1st, 1918	
Milke, Michael, 748 Hancock St., Detroit, Mich.	Pvt.	Aug. 1st, 1918	
Miller, Crawford N., Tunnelton, W. Va.	Pvt.	Aug. 1st, 1918	
Mills, John T., Brevard, N. C.	Pvt.	Sept. 20th, 1917	Jan. 4th, 1918, transferred to Motor Truck Company
Mitchell, Floyd E., Winston-Salem, N. C.	1st Sgt.	Oct. 3rd, 1916	
Moore, George W., Old Fort, N. C.	Pvt.	June 12th, 1917	
Morrison, Henry C., Harrisburg, N. C.	Pvt.	May 28th, 1917	
Morrow, William F., Mooresville, N. C.	Sgt.	April 23rd, 1917	Jan. 1st, 1918, transferred to Headquarters Company, 105th Engineers
Morrow, Malcolm S., Tampa, Fla.	Pvt.	May 15th, 1917	Jan. 25th, 1918, transferred to 105th Military Police
Morton, Frank L., Lilesville, N. C.	Pvt.	May 12th, 1917	
Mull, Clarence U., Morganton, N. C.	Cook	Sept. 1st, 1916	
Murphey, Patrick A., Lawton, N. Dakota	Corp.	Nov. 24th, 1917	
Myers, Robert L., Whitewell, Tenn.	Pvt.	Oct. 18th, 1917	
McCall, Daniel F., Charlotte, N. C.	Pvt.	June 19th, 1916	
McCurry, Dallas R., Old Fort, N. C.	Pvt.	Sept. 18th, 1917	
McDowell, Henry, St. Louis, Mo.	Pvt.	Mar. 26th, 1918	April 30th, 1918, transferred to 114th Machine Gun Battalion
McElrath, Crawford W., Asheville, N. C.	Pvt.	April 1st, 1918	
McLeod, William A., Mathews, N. C.	Pvt.	May 15th, 1917	Jan. 16th, 1918, transferred to Vet. Corps
McSwain, William, Salisbury, N. C.	Pvt., 1st Cl.	April 18th, 1918	
Neil, Avery C., Pisgah, LoCrest, N. C.	Pvt.	Sept. 20th, 1917	Jan. 15th, 1918, transferred to 324th Motor Truck Company
Nesbit, Walter Y., 1822 Dallas Ave., Charlotte, N. C.	Pvt.	June 29th, 1917	
Noblet, James G., Central, S. C.	Pvt.	Aug. 25th, 1916	
Odom, Charles L., Fort Cobb, Okla.	Corp.	April 17th, 1918	Died of pneumonia on Mar. 23rd, 1919
Ogilvie, Jacob F., Charleston, Mo.	Corp.	Sept. 20th, 1918	
O'Neil, William, Anderson, Ind.	Pvt.	July 27th, 1917	
Parks, George M., Jellico, Tenn.	Pvt.	Oct. 18th, 1917	
Parrish, Elmer, Morocco, Ind.	Corp.	April 20th, 1918	
Parton, Oscar L., Fork Ridge, Tenn.	Pvt.	Oct. 18th, 1917	
Pennie, Clarence C., Pargould, Ark.	Pvt.	Oct. 18th, 1917	
Perea, Remigio, Cherro, N. M.	Pvt.	April 20th, 1918	
Petteway, Buckner F., Jacksonville, N. C.	Pvt., 1st Cl.	July 17th, 1917	
Phillips, Richard, Charlotte, N. C.	Pvt.	Sept. 25th, 1916	
Pichard, Olinthus P., Charlotte, N. C.	Pvt.	Aug. 26th, 1916	Jan. 5th, 1918, transferred to Company C, 105th Engineers
Pinkston, Clyde A., Wadesboro, N. C.	Pvt.	May 1st, 1917	Oct. 23rd, 1917, transferred to 324th Motor Truck Company
Pitman, Ephraim, Micro, N. C.	Pvt.	April 24th, 1918	Dec. 1st, 1918, died of bronchopneumonia
Pless, Floyd M., Kannapolis, N. C.	Pvt.	Sept. 16th, 1916	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Potts, Elmore, Charlotte, N. C.	Corp.	June 28th, 1917	
Potts, Walter C., Charlotte, N. C.	Pvt.	May 31st, 1917	Nov. 2nd, 1917, transferred to Headquarters Company, 105th Engineers
Poovey, John F., Newton, N. C.	Pvt., 1st Cl.	April 19th, 1917	
Powell, John W., Nashville, Tenn.	Corp.	Oct. 18th, 1917	
Pratt, Charlie, Hopwell, Va.	Pvt.	July 26th, 1916	April 6th, 1917, discharged
Presson, William S., Charlotte, N. C.	Pvt.	April 21st, 1917	Jan. 20th, 1918, transferred to Aviation Service School
Privett, Henry L., Charlotte, N. C.	Corp.	Aug. 15th, 1916	Dec. 31st, 1917, transferred to Motor Mechanics Regiment
Prewitt, Joel R., Rye, Ky.	Corp.	Aug. 1st, 1918	
Quintrell, Fred, Pruden, Tenn.	Pvt.	Oct. 18th, 1917	May 1st, 1918, transferred to Provisional Battalion
Raczaitis, Charles, Diveron, Ill.	Pvt., 1st Cl.	April 20th, 1918	
Regenshburger, William, E. St. Louis, Mo.	Pvt.	April 20th, 1918	
Rehmstahl, August E., Belleville, Ill.	Pvt.	Nov. 5th, 1918	
Reiche, Edward P., Knoxville, Tenn.	Sgt.	Oct. 18th, 1917	
Reich, William, E. St. Louis, Mo.	Pvt.	Nov. 5th, 1918	
Reins, Ralph R., N. Wilkesboro, N. C.	Corp.	July 31st, 1917	
Reniger, Bernard B., Breburg, Ill.	Pvt.	Nov. 5th, 1918	
Renn, Joseph J., Greensboro, N. C.	Pvt.	Sept. 26th, 1916	
Reynolds, Pearl, Augusta, Ky.	Pvt.	April 20th, 1918	
Rhodes, Harry, Joplin, Mo.	Pvt.	April 20th, 1918	
Robinson, Edmund P., N. Wilkesboro, N. C.	Sgt.	May 2nd, 1917	May 1st, 1918, transferred to 1st Battalion Headquarters as Sgt. Major
Rollins, Coran S., Shelby, N. C.	Pvt.	April 20th, 1918	
Sandifer, Robert M., York, S. C.	Pvt.	Sept. 15th, 1916	
Savage, Inmond J., 8 W. Palmer St., Charlotte, N. C.	Sgt.	April 20th, 1918	
Scarborough, William, Charlotte, N. C.	Pvt.	May 2nd, 1917	Oct. 24th, 1917, transferred to Ordnance Corps
Schiel, Edward E., Memphis Tenn.	Pvt.	Oct. 18th, 1917	Nov. 30th, 1917, transferred to Aviation Service School
Sellers, Thomas F., Lilesville, N. C.	Pvt.	June 22nd, 1917	
Simmons, Trow S., Conover, N. C.	Pvt.	April 20th, 1918	
Simmons, Ray A., Newton, N. C.	Pvt., 1st Cl.	May 29th, 1917	
Slade, John L., Orlando, N. C.	Pvt.	April 20th, 1918	
Slatton, Gilbert, Whitewell, Tenn.	Pvt.	Oct. 18th, 1917	
Sletten, Adolph C., Carmel, Minn.	Pvt., 1st Cl.	April 20th, 1918	
Smith, Peter E., Tenn.	Pvt.	Oct. 18th, 1917	May 3rd, 1918, transferred to Provisional Battalion
Smith, Gaston F., Elerbe, N. C.	Pvt.	June 8th, 1917	
Smith, Charles A., Westbourne, Tenn.	Pvt.	Oct. 18th, 1917	
Soard, Henry V., New Tazewell, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	Oct. 17th, 1918, killed in action
Sparrow, Evans C., Charlotte, N. C.	Sgt.	May 1st, 1917	July 16th, 1918, transferred to 120th Infantry, as Lieut.
Spain, Robert L., Norlina, N. C.	Pvt.	April 20th, 1918	
Speas, Charles A., Cana, N. C.	Sgt., 1st Cl.	Aug. 2nd, 1917	Oct. 25th, 1918, died of wounds, commissioned 2nd Lieut.
Sprain, Raymond A., LaFolette, Tenn.	Corp.	Oct. 18th, 1917	
Standifer, Roy, Atpontley, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Staton, Fred C., Marshville, N. C.			
Steele, James S., 17 Lucas St., Rock Hill, S. C.	Pvt.	June 5th, 1917	
Stephens, Charles A., Clearfield, Tenn.	Pvt.	Oct. 18th, 1917	
Stewart, Earl J., Greenville, S. C.	Pvt.	Sept. 20th, 1916	
Stewart, Charles T., Charlotte, N. C.	Cook	June 1st, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Stewart, Harvey B., Ridgeway, S. C.	Pvt.	May 24th, 1917	
Story, William T., Muffresboro, N. C.	Pvt.	April 20th, 1918	
Tanner, Joe W., S. Pittsburg, Tenn.	Corp.	Oct. 18th, 1917	
Tate, James M., Whitewell, Tenn.	Corp.	Oct. 18th, 1917	
Tatum, Alvin, Germanton, N. C.	Pvt.	April 20th, 1918	
Taylor, Reid H., Kinston, N. C.	Pvt.	April 20th, 1918	
Taylor, Olbart F. L., Rutledge, Tenn.	Pvt.	Oct. 18th, 1917	
Templeton, Dewey G., Mooresville, N. C.	Pvt.	Aug. 26th, 1916	Dec. 1st, 1917, discharged,
Thompson, Ralph W., Knoxville, Tenn.	Pvt.	May 26th, 1916	
Truelove, Oscar B., East Bend, N. C.	Pvt.	Aug. 25th, 1916	
Turner, Bart, Brockhill, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Turbyfill, Bruce, Charlotte, N. C.	Sgt.	May 11th, 1917	
Wall, Edwin, Lilesville, N. C.	Sgt.	May 7th, 1917	
Wall, James B., Lilesville, N. C.	Sgt.	June 18th, 1917	
Watts, James H., Matthews, N. C.			
Weaver, Lonnie, Goin, Tenn.	Pvt.	Oct. 18th, 1917	
Weaver, Curtis F., Winston-Salem, N. C.	Pvt., 1st Cl.	June 30th, 1916	
West, Lewis O., Hewitts, N. C.	Pvt.	April 20th, 1918	
White, Mazon E., Cornelius, N. C.	Pvt.	Aug. 25th, 1916	
Wilderson, Albert E., Durham, N. C.	Corp.	April 20th, 1918	
Williams, Robert T., Petros, Tenn.	Pvt.	Oct. 18th, 1917	
Williams, Amos F., Charlotte, N. C.	Sgt.	June 27th, 1917	
Williamson, James R., Matthews, N. C.	Wagoner	Sept. 7th, 1916	May 19th, 1918, killed en route to N. Y.
Willis, John C., 313 N. Davidson St., Charlotte, N. C.	Sgt.	Aug. 23rd, 1916	
Winters, Nearse, Kernersville, N. C.	Pvt.	July 5th, 1917	
Woodard, Marshall, Tazewell, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	
Worley, Gurnie E., Kinston, N. C.	Pvt.	April 20th, 1918	
Wright, Paul G., Knoxville, Tenn.	Pvt.	June 20th, 1916	
Young, Jerry K., Concord, N. C.	Pvt.	Sept. 19th, 1916	
Young, John R., Atpontley, Tenn.	Pvt., 1st Cl.	Oct. 18th, 1917	

COMPANY C, 105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned As Captain	Date Dropped and Reason
Myers, Edward W., Greensboro, N. C.	Major	April 8th, 1917	Transferred, Sept. 1st, 1918, to II Corps
George, Henry H., 3d, 1891 Monument Ave., Richmond, Va.	Captain	January, 1918	
Baldwin, George S., 2054 East 79th St., Cleveland, Ohio	1st Lieut.	Aug. 14th, 1918	
Carnahan, John R., 1523 Fairchild Ave., Manhattan, Kan.	1st Lieut.	Jan. 22nd, 1919	
Church, Herbert A., 112 Malvern Ave., Cherrydale, Va.	1st Lieut.	April 11th, 1917	Transferred to hospital
Cilley, Joseph E., Hickory, N. C.	1st Lieut.	Sept. 13th, 1917	Transferred, June 19th, 1918
Hamilton, Hugh A., 7007 York Road, Philadelphia, Pa.	1st Lieut.	Jan. 2nd, 1918	Transferred to 3rd Division, Jan. 14th, 1919
Hill, John F., Greensboro, N. C.	1st Lieut.	May 10th, 1917	Transferred to 3rd Division, Jan. 14th, 1919
Peschau, William A., 310 N. 5th Ave., Wilmington, N. C.	1st Lieut.	Jan. 20th, 1917	Transferred to 90th Division, Jan. 14th, 1919
Robinson, Howard S., Chicago, Ill.	1st Lieut.	Sept. 26th, 1917	

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Thorne, Howard O., Newark, N. J.	1st Lieut.	Sept. 26th, 1917	Deceased, Nov. 5th, 1918
Baker, Samuel, R. F. D. #2, Charleston, W. Va.	2nd Lieut.	Jan. 14th, 1919	
Fontaine, Mathew M., Roxboro, N. C.	2nd Lieut.	Sept., 1917	Discharged, April, 1918
Johnson, C. R., Roanoke, Va.	2nd Lieut.	Sept., 1917	Transferred, Oct., 1917
Joyce, William R., 177 W. 102nd St., New York, N. Y.	2nd Lieut.	Jan. 1st, 1919	Transferred, Jan 17th, 1919
Reindel, Ira H., 161 W. Cornfield Ave., Detroit, Mich.	2nd Lieut.	Jan. 13th, 1919	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Abee, George H., Hickory, N. C.	Pvt.	April 24th, 1918	
Abee, Mart, Hickory, N. C.	Corp.	Sept. 24th, 1917	
Allred, Percy, Greensboro, N. C.	Bugler	June 29th, 1917	
Allred, John W.	Pvt.	May 1st, 1917	Dropped July 25th, 1917
Allred, Russell T., Greensboro, N. C.	Pvt.	July 13th, 1917	Discharged, July 30th, 1917
Amyx, Robert K., Pressmann's Home, Tenn.	Pvt., 1st Cl.	Sept. 20th, 1917	Transferred, May 10th, 1918
Anderson, Henry O., Hammond, Ind.	Corp.	Mar. 29th, 1918	
Anderson, Jesse R., Greensboro, N. C.	Pvt.	April 10th, 1917	
Anthony, Thomas A., Burlington, N. C.	Sgt.	April 10th, 1917	
Apple, Clarence H., Greensboro, N. C.	Sgt.	April 10th, 1917	
Apple, Joseph E., Ashland, Ky.	Sgt.	Mar. 31st, 1918	
Armfield, James V., Jamestown, N. C.	Sgt.	Aug. 9th, 1917	
Arney, Edgar C., Brookford, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Ashton, Archer, Paulsboro, N. J.	Corp.	July 25th, 1918	
Babcock, Delevan J.	Pvt., 1st Cl.	April 16th, 1918	Transferred, May 16th, 1918
Bailey, Boyce B.	Pvt.	Oct. 10th, 1917	Transferred, Mar. 11th, 1918
Bailey, Leonard B., Marion, N. C.	Pvt., 1st Cl.	June 29th, 1917	
Bain, Charlie H., Greensboro, N. C.	Pvt.	April 10th, 1917	
Barger, Fred S., Brookford, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Jan. 26th, 1918
Barnett, Robert S.	Pvt.	Jan. 26th, 1918	Transferred, May 1st, 1918
Barringer, Henry M., Greensboro, N. C.	Pvt., 1st Cl.	April 25th, 1917	Discharged, Nov. 6th, 1917
Barringer, James M., Greensboro, N. C.	Corp.	April 27th, 1917	
Bass, Spencer	Pvt.	Oct. 10th, 1917	Discharged, Mar. 18th, 1918
Bateman, Robert H., Spray, N. C.	Pvt.	April 23rd, 1918	
Baucom, George U., Jr., Raleigh, N. C.	Pvt.	July 4th, 1917	Discharged, July 30th, 1917
Bauer, Albert, St. Louis, Mo.	Pvt.	April 1st, 1918	
Bean, John N., Lenoir, N. C.	Cook	Sept. 24th, 1917	
Becher, Fred J., Mishawaka, Ind.	Pvt.	April 30th, 1918	
Benfield, Neriah McC., Catawba, N. C.	Corp.	June 29th, 1917	
Berry, Otis W., Connelly Springs, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Dec. 12th, 1917
Bird, Ben B., Nealsville, N. C.	Corp.	July 29th, 1917	
Bishop, Lacy M.	Pvt.	April 10th, 1917	Discharged, July 30th, 1917
Blanton, John D.	Pvt.	April 10th, 1917	Transferred
Blackburn, Samuel O., Lincolnton, N. C.	Pvt.	April 24th, 1918	
Boyd, John, 2235 Elm St., Greensboro, N. C.	Pvt.	April 10th, 1917	
Boyles, Jesse P., Greensboro, N. C.	Pvt., 1st Cl.	July 2nd, 1917	Discharged, Oct. 25th, 1917
Bowers, Cecil W., La Porte, Ind.	Pvt.	Mar. 30th, 1918	
Bowman, Samuel, Greensboro, N. C.	Pvt.	July 25th, 1917	
Branch, William, Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Bressner, Samuel J., Reimington, Ind.	Corp.	Mar. 30th, 1918	
Brewer, William T., Greensboro, N. C.	Corp.	July 30th, 1917	
Brittain, Curtis L., Greensboro, N. C.	Pvt.	April 10th, 1917	
Brittain, Clay D., Summerfield, N. C.	Sgt., 1st Cl.	Oct. 7th, 1917	
Brittenham, Lawrence V., Strauchns, Ind.	Pvt., 1st Cl.	Mar. 30th, 1918	
Broadnax, Ellerbre G., Greensboro, N. C.	Sgt.	April 10th, 1917	
Brougher, William G., Hoopston, Ill.	Pvt.	Mar. 31st, 1918	



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YMCA

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Brown, Roy B., Eufaula, Ala.	Pvt.	July 17th, 1918	
Bryson, Fred L.	Pvt., 1st Cl.	July 30th, 1917	Transferred, Oct. 11th, 1917
Buchanan, Marcellus, Jr.	Pvt.	July 30th, 1917	Transferred, Sept. 16th, 1917
Buchanan, Forney E., Minneapolis, N. C.	Pvt., 1st Cl.	Oct. 16th, 1917	
Bumgarner, Miller S., Sands, N. C.	Pvt.	Aug. 17th, 1918	
Burgin, Robert L., West Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Butler, Cuthbert E., Newton, N. C.	Corp.	Sept. 24th, 1917	
Butler, J. D., Rock Hill, S. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 6th, 1917
Caffey, Myron M., Greensboro, N. C.	Pvt.	April 10th, 1917	
Cahill, Edward, Greensboro, N. C.	1st Sgt.	April 10th, 1917	
Cahill, John T., Chattanooga, Tenn.	Cook	Oct. 14th, 1917	
Callum, John B., Greensboro, N. C.	Pvt.	April 10th, 1917	Transferred to Headquarters Company, Sept. 1st, 1917
Cameron, Frank T., Mascott, Tenn.	Cook	Nov. 15th, 1917	
Campbell, John E., Truth, Ark.	Pvt.	July 25th, 1918	
Campbell, William E., Alton, Ill.	Pvt.	Mar. 21st, 1918	
Cannon, Frank J., Forest City, N. C.	Sgt., 1st Cl.	June 30th, 1917	Transferred, Dec. 8th, 1918
Cannon, James D., Mario, Fla.	Pvt.	April 24th, 1918	
Cardwell, Ernest, Proximity, N. C.	Pvt.	Aug. 15th, 1917	
Carpenter, Hoyle B., Forest City, N. C.	Pvt.	April 25th, 1918	
Carson, James A., Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, Oct. 21st, 1917
Carswell, Walter, Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Casaline, Fred, Sandoval, Ill.	Pvt.	Mar. 21st, 1918	
Cates, William R., Roxboro, N. C.	Pvt.	Sept. 20th, 1917	
Chandler, Henry, Greensboro, N. C.	Pvt.	April 10th, 1917	
Cheatham, Guy H., Greenville, Ill.	Pvt.	Mar. 22nd,1918	
Cheek, Will D., Marion, N. C.	Pvt.	Sept. 29th, 1917	Discharged, Jan. 4th, 1918
Childress, Herbert C., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Transferred, June 24th, 1918
Clark, Gladney, Greensboro, N. C.	Pvt.	Aug. 16th, 1917	Discharged, Oct. 6th, 1917
Claxton, Charles	Sgt., 1st Cl.	Dec. 22nd,1917	Transferred, Aug. 3rd, 1918
Clement, Albert W., Greensboro, N. C.	Pvt.	April 10th, 1917	
Cloninger, Ernest H., Newton, N. C.	Pvt.	Sept. 19th, 1917	Discharged, Dec. 18th, 1917
Coble, Charles R., Waynesville, N. C.	Pvt., 1st Cl.	Aug. 15th, 1917	Transferred, Jan. 1st, 1919
Cofer, Robert W., Greensboro, N. C.	Pvt., 1st Cl.	April 10th, 1917	Transferred, Nov. 1st, 1917
Coggins, Lawnie A., Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, July 30th, 1917
Collins, William C.	Pvt.	Oct. 10th, 1917	Transferred, Nov. 1st, 1917
Combs, Robert W., Newton, N. C.	Pvt.	Sept. 24th, 1917	
Compton, Frank C., Hazelwood, N. C.	Corp.	Aug. 15th, 1917	
Conigliare, Peter, Brooklyn, N. Y.	Pvt.	Dec. 5th, 1918	
Connor, Theodore, Spartanburg, S. C.	Pvt., 1st Cl.	April 25th, 1918	
Conrad, William L., Maryville, Mo.	Pvt., 1st Cl.	Mar. 29th, 1918	
Cook, Addie R., Greenbrier, Ark.	Pvt.	Dec. 5th, 1918	
Cordell, Dewey H., Hickory, N. C.	Bugler	Sept. 24th, 1917	Discharged, Dec. 14th, 1917
Covert, Elliott F., Greensboro, N. C.	Pvt.	April 10th, 1917	
Cox, Robert, Greensboro, N. C.	Corp.	April 10th, 1917	Transferred, Sept. 16th, 1917
Cozart, Eddie B.	Pvt.	Mar. 20th, 1918	Transferred, Nov. 19th, 1918
Craddock, Charles J.	Pvt.	July 2nd,1917	Discharged, July 30th, 1917
Crawford, Alonzo J., Greensboro, N. C.	Pvt.	Aug. 19th, 1917	Transferred, Nov. 27th, 1917
Crayton, Eddie E., East Durham, N. C.	Pvt., 1st Cl.	April 24th, 1918	
Crider, John P., Brookford, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Feb. 2nd, 1918
Crouse, Marshall D., Burlington, N. C.	Pvt.	Sept. 20th, 1917	Transferred, Oct. 15th, 1918
Curtis, Walter A., Greensboro, N. C.	Corp.	April 11th, 1917	
Danner, Zebulon V., Shulls Mill, N. C.	Pvt.	April 18th, 1918	
Davis, Clyde A., Greensboro, N. C.	Pvt., 1st Cl.	April 10th, 1917	
Davis, James, Greensboro, N. C.	Corp.	July 17th, 1917	
Davis, Carl, Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, Dec. 12th, 1917
Day, Robert C.	Pvt., 1st Cl.	Oct. 4th, 1917	Transferred, Feb. 22nd, 1918
Deal, Ralph, Randleman, N. C.	Pvt., 1st Cl.	April 18th, 1917	Transferred, Mar. 11th, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Demeron, Henry P., Hickory, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	Killed in action, Oct. 10th, 1917
Demeron, Ellis L., Hickory, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Demeron, Walter, Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Denton, Adam McC., Marion, N. C.	Pvt., 1st Cl.	April 10th, 1917	
Dermot, William, Christopher, Ill.	Pvt.	Mar. 21st, 1918	
Dixon, Alfred, Charlestown, Mo.	Pvt.	April 11th, 1918	
Dixon, John, Middlesboro, Ky.	Pvt.	July 25th, 1918	
Drum, Frank B., Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Drum, Floyd, Sawmills, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Duckett, James A., Belleville, Ill.	Corp.	Mar. 22nd,1918	
Duckworth, Rufus R., Morganton, N. C.	Wagoner	Sept. 24th, 1917	
Duncan, James G., Indian Trail, N. C.	Pvt.	April 24th, 1918	
Duncan, Parm E., Marion, N. C.	Corp.	June 29th, 1917	
Easley, Joshua E., Chewalla, Tenn.	Wheelwright	Oct. 15th, 1917	
Eckard, Emory L., Hildebrand, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Edgar, H. H., Manchester, N. H.	Pvt.	Dec. 9th, 1918	
Ellis, Eddie, Rocky Mount, N. C.	Pvt.	April 25th, 1918	
Ellis, LeRoy C., Greensboro, N. C.	Pvt., 1st Cl.	April 18th, 1917	Transferred, May 19th, 1918
Elmore, R. R., Winston-Salem, N. C.	Pvt., 1st Cl.	June 8th, 1917	Transferred, Nov. 1st, 1917
Elps, Christie, Gatesville, Tex.	Pvt.	Aug. 1st, 1918	Transferred, Oct. 1918
Elps, William F., Gatesville, Tex.	Pvt.	Aug. 31st, 1918	
Ennis, Roy B., Hickory, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Ervin, John M., Catawba, N. C.	Corp.	June 29th, 1917	
Evans, Gordon E., Newton, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Dec. 6th, 1917
Ferree, Oram T., Greensboro, N. C.	Pvt.	April 10th, 1917	Transferred, May 1st, 1918
Fiebelkorn, Gustav, Hammond, Ind.	Corp.	Mar. 30th, 1918	
Fleming, Reason O., Portland, Tenn.	Corp.	Oct. 15th, 1917	
Flincham, George, Greensboro, N. C.	Pvt.	July 1st, 1917	Dropped
Forney, Elwood C., Grainfield, Kan.	Corp.	April 1st, 1918	
Forsythe, Frazier, Greensboro, N. C.	Pvt.	April 10th, 1917	
Foster, Charles, Waynesville, N. C.	Corp.	July 20th, 1917	
Foy, DeWitt, Greensboro, N. C.	Pvt., 1st Cl.	April 10th, 1917	
Franklin, Joe M., Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Franklin, Frank E., Morganton, N. C.	Pvt.	Sept. 24th, 1917	Transferred, Oct. 22nd, 1917
Franklin, George E., Charlotte, N. C.	Pvt.	Nov. 24th, 1918	Transferred, Jan. 18th, 1919
Freeman, Allen H., Lakeland, Fla.	Pvt., 1st Cl.	April 24th, 1918	
Frye, Haywood H., Wilmington, N. C.	Sgt.	Nov. 24th, 1918	Transferred, Dec. 6th, 1918
Gamble, Robert D., Summerfield, N. C.	Pvt., 1st Cl.	June 30th, 1917	
Gamble, June D., Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, July 30th, 1917
Gilbert, John W., Greensboro, N. C.	Sgt.	April 10th, 1917	
Gideon, Luther, Greensboro, N. C.	Pvt.	July 16th, 1917	Transferred, Nov. 1st, 1917
Glass, Frank B., Hickory, N. C.	Sgt.	Sept. 24th, 1917	
Glazebrook, James B.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 13th, 1917
Grady, Frank M., Morganton, N. C.	Corp.	Sept. 24th, 1917	
Grantham, Thomas A., Greensboro, N. C.	Sgt.	July 25th, 1917	
Greenlee, George, Alta Pass, N. C.	Pvt.	April 25th, 1918	
Greer, Fred C., Marion, N. C.	Pvt., 1st Cl.	June 29th, 1917	
Grimm, Joe, Carthage, N. C.	Pvt.	Oct. 10th, 1917	
Grindstaff, Charles, Waynesville, N. C.	Pvt., 1st Cl.	July 31st, 1917	Transferred, Nov. 6th, 1917
Grooms, Fred P., Joplin, Mo.	Pvt.	Nov. 25th, 1918	
Hamby, Earl, N. Wilkesboro, N. C.	Pvt.	Sept. 24th, 1917	Transferred, May 18th, 1917
Hardin, Worth C., Greensboro, N. C.	Horseshoer	April 10th, 1917	
Harper, Charles Lee, Rocky Mount, N. C.	Pvt.	April 25th, 1918	
Harris, Emmett W., Newton, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 10th, 1917
Hass, Eugene H., Newton, N. C.	Pvt.	Sept. 24th, 1917	
Hatley, Samuel Mc., Newell, N. C.	Pvt.	April 24th, 1918	
Haynes, William P., Greensboro, N. C.	Pvt., 1st Cl.	May 11th, 1917	Discharged, Mar. 3rd, 1918
Hedrick, David R., Conover, N. C.	Pvt.	Sept. 24th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Hedrick, Clarence L., Conover, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 21st, 1917
Hefner, Arthur, Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Helton, Bartow C., Newton, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Helton, Henry, Granite Falls, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Helton, John, Morganton, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 18th, 1917
Hendley, Ben E., Marion, N. C., R. #1, Box 67	Wagoner	June 28th, 1917	
Higdon, Bill, Dunlap, Tenn.	Corp.	Oct. 15th, 1917	
Hill, Joseph H., Monotte, Ark.	Pvt.	Dec. 9th, 1918	
Hines, James S., Springdale, Ky.	Pvt., 1st Cl.	Mar. 30th, 1918	
Hobbs, Robert J., Greensboro, N. C.	Pvt.	April 10th, 1917	
Hodgin, Clement D., Greensboro, N. C.	Sgt.	July 25th, 1917	
Holler, James J., Newton, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 23rd, 1917
Holmes, Hans F.	Pvt.	Oct. 10th, 1917	Transferred, Nov. 1st, 1917
Holt, Otis L., Detroit, Mich.	Pvt.	April 20th, 1917	Transferred, Nov. 9th, 1918
Hord, Otto L.	Pvt.	May 21st, 1917	Transferred, Sept. 18th, 1917
Howard, Clarence, Connelly Springs, N. C.	Pvt.	Sept. 24th, 1917	
Huffman, Dale F., West Baden, Ind.	Pvt., 1st Cl.	July 25th, 1918	
Huffman, Coy L., Hickory, N. C.	Pvt.	Sept. 19th, 1917	Discharged, Nov. 10th, 1917
Huffman, Garland L., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 25th, 1917
Huffman, James H., Hickory, N. C.	Pvt.	June 16th, 1917	Discharged, Dec. 17th, 1918
Hull, Thurman R., Kings Mountain, N. C.	Pvt.	April 25th, 1918	
Hutcheson, Ralph B., Waynesville, N. C.	Pvt., 1st Cl.	Aug. 19th, 1917	Transferred, Sept. 16th, 1917
Ingold, Willie, Greensboro, N. C.	Corp.	April 10th, 1917	
Isenhour, Charlie P.	Pvt.	Sept. 19th, 1917	Discharged, Dec. 18th, 1917
Jakus, Theodore, St. Louis, Mo.	Corp.	Mar. 29th, 1918	
Jenkins, Lam H., Kinston, N. C.	Pvt.	May 24th, 1918	
Johnson, Adolph R., South Wilmar, Minn.	Pvt.	Dec. 9th, 1918	
Johnson, Luther J.	Pvt.	April 10th, 1917	Dropped July 25th, 1917
Johnson, Reuben R., Mascot, Tenn.	Pvt.	Oct. 10th, 1917	Transferred, May 5th, 1918
Jones, Aquilla, Greensboro, N. C.	Corp.	April 10th, 1917	
Jones, Walter L.	Pvt.	May 19th, 1917	Transferred, July 17th, 1918
Jones, Barney, Elon College, N. C.	Pvt.	April 25th, 1918	
Jones, Walter L., Bathe, S. C.	Pvt.	April 25th, 1918	
Joslin, Ray, Prosperity, Mo.	Pvt.	April 1st, 1918	
Joyner, Sidney G., Winston-Salem, N. C.	Pvt., 1st Cl.	April 10th, 1917	Transferred, Nov. 6th, 1917
Justice, Jasper E.	Pvt.	Oct. 16th, 1917	Transferred, Mar. 10th, 1918
Kelly, Jones E., Greensboro, N. C.	Pvt.	Mar. 13th, 1918	
Kelly, William O., Greensboro, N. C.	Pvt.	April 17th, 1917	
Kirkman, W., Thomas, Greensboro, N. C.	Pvt.	July 25th, 1917	Transferred, Nov. 1st, 1917
Knutson, Carl A., Morganton, N. C.	Pvt.	April 4th, 1918	
Kridle, Louis C., Latrobe, Penn.	Corp.	July 25th, 1918	
Lael, Gathier A., Taylorsville, N. C.	Corp.	June 8th, 1917	
Lael, Clarence L.	Pvt.	Sept. 19th, 1917	Discharged, Nov. 25th, 1917
Lafevers, John, Newton, N. C.	Pvt.	Sept. 24th, 1917	
Laffon, Dexter L., Newton, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Lail, Clifford P., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 6th, 1917
Lampkin, Henry P., Reidsville, N. C.	Pvt.	April 10th, 1917	Discharged, Dec. 1st, 1917
Lange, George A., 389 Sixth St., Portland, Ore.	Pvt.	Aug. 17th, 1918	
LaRue, Charles R., Knoxville, Tenn.	Sgt., 1st Cl.	June 29th, 1917	Transferred, Jan. 30th, 1918
LaRue, Floyd, Knoxville, Tenn.	Sgt.	Oct. 15th, 1917	
Lawson, Samuel E., Joplin, Mo.	Corp.	April 1st, 1918	
Lea, Russell	Pvt., 1st Cl.	April 16th, 1918	Transferred, May 18th, 1918
Leath, John P., Greensboro, N. C.	Pvt.	April 10th, 1917	
Lee, Thomas, Jr., Waynesville, N. C.	Corp.	Aug. 11th, 1917	
Lefkowitz, David, Greensboro, N. C.	Pvt.	July 23rd, 1917	Discharged, Mar. 30th, 1918
Leggett, Charles H., Taylorsville, N. C.	Corp.	Sept. 14th, 1917	Transferred, Jan. 28th, 1918
Leonhardt, George, Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Lewis, Charles W., Greensboro, N. C.	Sgt.	April 10th, 1917	Transferred, Jan. 18th, 1919

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Lewis, James A. H., Greensboro, N. C.	Bugler	April 10th, 1917	Discharged, Feb. 18th, 1918
Ligon, William M., Banaquea, Tenn.	Pvt., 1st Cl.	Aug. 14th, 1917	
Liles, Plummer H., Clayton, N. C.	Corp.	July 20th, 1917	
Lindsey, Robert P., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Feb. 2nd, 1918
Linville, Albert M., Winston-Salem, N. C.	Corp.	June 27th, 1917	Transferred, Nov. 2nd, 1917
Lorandos, Emanuel, P. O. Box 705, Gary, Ind.	Pvt.	July 25th, 1918	
Lowman, Robert L., Connelly Springs, N. C.	Pvt.	Sept. 24th, 1917	Transferred, Feb. 22nd, 1918
Lull, Andrew W., Greensboro, N. C.	Sgt.	May 27th, 1917	Transferred, Aug. 19th, 1918
McCall, E. H., Marion, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
McCauley, Herbert L., Hillsboro, N. C.	Pvt.	April 10th, 1917	
McConnell, Clell, New Castle, Ind.	Corp.	July 25th, 1918	
McCulloch, Tom M., 404 Shawnee Ave., Kansas City, Kan.	Pvt.	April 11th, 1918	
McDowell, Howard C., Pontiac, Mich.	Pvt.	July 25th, 1918	
McGee, John W., Laurinburg, N. C.	Pvt.	May 16th, 1918	
McGhee, Hubert B., Charlotte, N. C.	Pvt.	June 27th, 1917	Transferred, Nov. 1st, 1918
McKay, Albert G., Kannapolis, N. C.	Corp.	April 1st, 1918	Killed in action, Oct. 8th, 1918
McKoy, Henry B., Wilmington, N. C.	Sgt.	Sept. 9th, 1917	Transferred, Oct. 20th, 1917
McNeil, Elmer G., LaFollette, Tenn.	Cook	Oct. 15th, 1917	
Mabe, William H., Morganton, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Manning, Claude L., Tarboro, N. C.	Pvt.	April 25th, 1918	
Marley, Clyde T., Greensboro, N. C.	Pvt.	Aug. 16th, 1917	
Martin, Harry W., Tulsa, Okla.	Sgt., 1st Cl.	July 25th, 1918	
Martin, Samuel H., Chattanooga, Tenn.	Corp.	Oct. 14th, 1917	
Martin, Stacy D., Newton, N. C.	Pvt.	Sept. 24th, 1917	
Martin, Fred E., Waynesville, N. C.	Pvt.	July 11th, 1917	Transferred, Oct. 4th, 1917
Mauldin, Belton C., Greenville, S. C.	Sgt.	May 18th, 1917	Transferred, Dec. 1st, 1917
Maus, Carl, Greensboro, N. C.	Sgt.	April 10th, 1917	
May, Claude D., Burlington, N. C.	Pvt.	Sept. 20th, 1917	
Medlin, Lillard, Bray, Ky.	Pvt., 1st Cl.	July 25th, 1918	
Messer, Frank S., Carters, Ga.	Pvt.	April 1st, 1918	
Miller, David W., Waynesville, N. C.	Pvt.	July 12th, 1917	Transferred, Oct. 4th, 1917
Miller, James A.	Pvt.	Oct. 16th, 1917	Discharged, Jan. 1st, 1918
Miller, Lee E., Marion, N. C.	Sgt.	June 30th, 1917	Transferred, Oct. 10th, 1918
Millikan, Jon O., High Point, N. C.	Pvt.	Aug. 16th, 1917	
Miracle, James S., Varilla, Ky.	Pvt.	July 25th, 1918	
Mitchell, Benjamin T., Greensboro, N. C.	Sgt.	July 25th, 1917	
Mitcham, DeWitt D., Camden, S. C.	1st Sgt.	April 10th, 1917	Transferred, Sept. 16th, 1917
Moore, Ernest E., Granite Falls, N. C.	Pvt.	Sept. 24th, 1917	
Moore, Junius W., Greensboro, N. C.	Pvt.	April 10th, 1917	
Moore, Earl G. C.	Corp.	April 16th, 1918	Transferred, Dec. th, 1918
Moore, Edessa A.	Pvt.	June 28th, 1917	Discharged, July 30th, 1917
Moose, Henry M., Greensboro, N. C.	Pvt., 1st Cl.	May 22nd, 1917	
Morrow, Edwill Z., Joplin, N. C.	Pvt., 1st Cl.	April 1st, 1918	
Moss, Ben H., Griffith, Ind.	Pvt.	Mar. 30th, 1918	
Motsenbocker, Charles, Gallatin, Tenn.	Pvt.	Oct. 15th, 1917	
Muise, Lewis W., Andover, Mass.	Pvt.	July 25th, 1918	
Mulholland, Leonard L., Norton, Kan.	Pvt.	June 14th, 1918	
Mullis, Morgan, Fort Lauterdale, Fla.	Pvt., 1st Cl.	April 24th, 1918	
Muncie, August, Muncie, Ind.	Pvt., 1st Cl.	Mar. 30th, 1918	
Murphy, John R., Old Fort, N. C.	Pvt.	June 28th, 1917	Discharged, Oct. 1st, 1917
Murray, Edward C., Greensboro, N. C.	Sgt., 1st Cl.	April 10th, 1917	
Myers, Linville M., Albion, Ind.	Pvt.	July 25th, 1918	
Myrick, Robert L.	Pvt.	Mar. 20th, 1918	Transferred, Nov. 1st, 1918
Nail, George L., Newton, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Dec. 7th, 1917
Neal, Lonnie F.	Pvt.	Oct. 16th, 1917	Transferred, Dec. 3rd, 1917
Neese, Jay, Greensboro, N. C.	Pvt.	April 10th, 1917	Transferred, Dec. 1st, 1917
Nelson, William, Greensboro, N. C.	Pvt.	Aug. 7th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Neuer, Jack J., Wilmington, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	Transferred, Sept. 16th, 1917
Newton, Charles F., Brookford, N. C.	Pvt.	Sept. 24th, 1917	
Nicholson, James L., Waynesville, N. C.	Pvt.	Aug. 29th, 1917	Transferred, Sept. 22nd, 1917
Nunley, Claude L., Dyesburg, Tenn.	Pvt.	Oct. 15th, 1917	
Omohundro, James T., Greensboro, N. C.	Corp.	April 10th, 1917	
Osborn, John B., Kingston, Tenn.	Pvt.	Feb. 28th, 1918	
Overman, Jack, Greensboro, N. C.	Pvt.	Aug. 9th, 1917	
Overton, Miller M., Chenoa, Ky.	Pvt.	July 25th, 1918	
Oxentine, Claude L., Shulls Mill, N. C.	Pvt.	Sept. 24th, 1917	
Palmer, William L., Greensboro, N. C.	Pvt.	July 17th, 1917	Discharged, July 30th, 1917
Panthe, Albert C., Tiedtville, Ill.	Pvt.	Dec. 9th, 1918	
Pappas, Jim, Gary, Ind.	Pvt.	July 25th, 1918	
Parker, John T., Brown Summit, N. C.	Pvt., 1st Cl.	April 30th, 1917	
Parker, Willard T., Ahoskie, N. C.	Pvt., 1st Cl.	April 20th, 1918	
Patterson, William R., Greensboro, N. C.	Pvt.	July 28th, 1917	Transferred, Nov. 1st, 1917
Pearce, John W., Greensboro, N. C.	Pvt.	June 25th, 1917	
Pennington, Roy S., Greensboro, N. C.	Pvt.	April 23rd, 1917	Discharged, Oct. 21st, 1917
Pfingstein, Harry, Grank Park, Ill.	Pvt.	Dec. 9th, 1918	
Pickard, Olinthius P., Charlotte, N. C.	Sgt.	Nov. 1st, 1917	Transferred, June 21st, 1918
Pickard, Robert E., Greensboro, N. C.	Pvt.	April 10th, 1917	
Pierce, Uriah, Elmwood, N. C.	Pvt.	May 10th, 1917	
Pierce, Claude M., Greensboro, N. C.	Pvt., 1st Cl.	April 10th, 1917	Transferred, Nov. 23rd, 1917
Pike, Roy L., Greensboro, N. C.	Pvt.	April 10th, 1917	
Pike, William K., Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, July 30th, 1917
Poe, Richard H., Sanford, N. C.	Pvt.	June 4th, 1917	Transferred, Nov. 1st, 1918
Poole, Andrew J., Greensboro, N. C.	Pvt.	June 4th, 1917	Discharged, July 30th, 1917
Pope, George W., Newton, N. C.	Corp.	Sept. 24th, 1917	
Poteat, Gurthie E., Nealsville, N. C.	Wagoner	June 29th, 1917	
Powell, Avery, Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Jan. 27th, 1918
Pracher, Edward C., Chicago, Ill.	Pvt.	Dec. 9th, 1918	
Pray, Lawrence A., Leroy, Ill.	Pvt.	Dec. 9th, 1918	
Proctor, Raymond H., Texas City, Ill.	Pvt.	Dec. 9th, 1918	
Purser, William H.	Pvt.	July th, 1918	Transferred, Sept. 6th, 1918
Ray, Robert W., Waynesville, N. C.	Pvt.	July 18th, 1917	Deceased, Oct. 12th, 1917
Reed, John H., Greensboro, N. C.	Pvt., 1st Cl.	April 10th, 1917	Transferred, Jan. 30th, 1918
Reed, Harry, Coal Creek, Tenn.	Pvt.	Oct. 15th, 1917	
Rees, Max, Chicago, Ill.	Pvt.	Dec. 9th, 1918	
Reinhardt, Clate G., Brookford, N. C.	Pvt.	Sept. 24th, 1917	
Reinhardt, Joe E., Hickory, N. C.	Sgt.	Sept. 24th, 1917	
Reinhardt, John J., Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Reives, John P., Greensboro, N. C.	Pvt.	Mar. 10th, 1917	Discharged, July 30th, 1917
Revis, Napoleon B., Waynesville, N. C.	Corp.	July 11th, 1917	
Reynolds, Walter R., Oak Ridge, N. C.	Corp.	May 11th, 1917	
Reynolds, James B., Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, July 30th, 1917
Roberson, Phillip, Greensboro, N. C.	Pvt.	April 10th, 1917	
Robinson, Bascom M., Connelly Springs, N. C.	Pvt.	Sept. 24th, 1917	
Rockett, William R., Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Roper, Stanley R., Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Rosche, Phillip D.	Pvt.	Aug. 1st, 1918	Transferred, Dec. th, 1918
Ross, Fletcher H., Clinton, Tenn.	Corp.	Oct. 14th, 1917	
Russell, Augustus F., Elrado, N. C.	Pvt.	April 24th, 1918	
Russell, Rolla R., Sarcoxie, Mo.	Corp.	April 1st, 1918	
Sadler, Sam, Greensboro, N. C.	Sgt., 1st Cl.	April 10th, 1917	
Sadler, William H., Greensboro, N. C.	Sgt.	April 10th, 1917	Transferred, Sept. 16th, 1917
Sam, John W., Anderson, S. C.	Pvt.	Sept. 24th, 1917	Transferred, April 26th, 1918
Sanders, Frank L., Franklin, N. C.	Master Eng.	July 2nd, 1917	Transferred, Dec. 8th, 1918
Sanford, George, High Point, N. C.	Pvt.	Aug. 10th, 1917	Transferred, May 18th, 1918
Seavers, Rufus M., Jackson, Tenn.	Sgt., 1st Cl.	Oct. 15th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Seymour, Aubrey T., Summerville, Tenn.	Pvt., 1st Cl.	July 11th, 1918	
Schoolbred, William A., Waynesville, N. C.	Sgt.	July 12th, 1917	Transferred, June 21st, 1918
Shaffer, William M., Greensboro, N. C.	Pvt.	Mar. 10th, 1917	Discharged, July 30th, 1917
Shores, Herbert W., Greensboro, N. C.	Pvt., 1st Cl.	April 10th, 1917	
Shrock, Wayne A., Joplin, Mo.	Pvt., 1st Cl.	April 1st, 1918	
Shropshire, Robert A., Greensboro, N. C.	Pvt.	April 10th, 1917	Transferred, Jan. 18th, 1918
Shuford, Clinton L., Fairview, N. C.	Pvt.	July 12th, 1917	
Shytle, John M.	Pvt.	Mar. 3rd, 1917	Transferred, Sept. 28th, 1917
Sigmon, Floyd R., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Dec. 12th, 1917
Sigmon, Quince E., Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Simpson, Eugene W., Greensboro, N. C.	Sgt.	June 11th, 1917	
Slagle, William M., Johnson City, Tenn.	Pvt., 1st Cl.	Oct. 15th, 1917	
Slater, Thomas E., Track Ford, W. Va.	Pvt., 1st Cl.	July 20th, 1918	
Smith, Ben C., Hickory, N. C.	Pvt.	Sept. 24th, 1917	
Smith, Ernest, Greensboro, N. C.	Pvt.	Aug. 14th, 1917	
Smith, Robert E., Newton, N. C.	Pvt.	Sept. 24th, 1917	
Smith, Dalton E., Guilford College, N. C.	Sgt.	May 17th, 1917	Discharged, July 17th, 1918 (Deceased)
Smith, Gaston C., Greensboro, N. C.	Pvt.	April 24th, 1917	Dropped, Dec. 18th, 1917
Smith, Possy L., Greensboro, N. C.	Pvt.	July 24th, 1917	Dropped, Nov. 21st, 1917
Smith, Scholar, Greensboro, N. C.	Pvt.	July 24th, 1917	Dropped, Nov. 1st, 1917
Smith, Walter T.	Pvt.	Sept. 24th, 1917	Discharged, Dec. 21st, 1917
Spurlock, Watt E., Hernshaw, W. Va.	Corp.	July 25th, 1918	
Stackleather, Calvin H., Rockwell, N. C.	Pvt.	April 25th, 1918	
Stamey, John A., Hickory, N. C.	Pvt.	Sept. 19th, 1917	Transferred, May 1st, 1918
Stanton, William W., Greensboro, N. C.	Pvt.	July 23rd, 1917	Discharged, July 30th, 1917
Starnes, Floyd G., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Dec. 12th, 1917
Starr, Clayton W., Greensboro, N. C.	Wagoner	July 30th, 1917	Died, July 23rd, 1918
Starr, Eugene H., Chattanooga, Tenn.	Pvt.	Oct. 15th, 1917	
Steinman, Ollie, Boeshertown, Mo.	Pvt., 1st Cl.	Mar. 29th, 1918	
Stockard, Ben. B., Greensboro, N. C.	Sgt.	April 18th, 1917	Transferred, Sept. 16th, 1917
Stokes, John W., Greensboro, N. C.	Sgt.	April 10th, 1917	
Stone, Curtis L., Putney, W. Va.	Pvt.	July 25th, 1918	
Stout, Leon L., Greensboro, N. C.	Pvt.	April 10th, 1917	Transferred, May 1st, 1918
Stowe, Berkley J., Dry Fork, Va.	Pvt.	April 10th, 1917	Transferred, Oct. 10th, 1918
Stringer, William Mc., Gogdell, Ga.	Pvt., 1st Cl.	April 24th, 1918	
Strunk, Virgil, Tateville, Ky.	Pvt.	July 25th, 1918	
Susman, Mike, Greensboro, N. C.	Sgt.	Aug. 18th, 1917	
Suttlemyre, Russell D., Newton, N. C.	Pvt.	Sept. 24th, 1917	Transferred, Oct. 22nd, 1917
Sutton, Hadley J., Greensboro, N. C.	Pvt.	Aug. 16th, 1917	Transferred, Nov. 5th, 1917
Talley, Percy L., Bear Creek, N. C.	Sgt.	July 10th, 1917	
Taylor, Harry R., Greensboro, N. C.	Pvt.	Mar. 16th, 1917	Discharged, July 30th, 1917
Taylor, Asbury T., Tarboro, N. C.	Pvt.	Sept. 24th, 1917	
Taylor, Marvin E., Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Taylor, Thurman E., Morganton, N. C.	Pvt.	Sept. 24th, 1917	
Threet, Stanley, Cook Place, Tenn.	Wagoner	Oct. 15th, 1917	
Timmons, Charlie H., Wilmington, N. C.	Corp.	Oct. 20th, 1917	Transferred, Nov. 10th, 1917
Todd, John H., St. Louis, Mo.	Pvt.	April 1st, 1918	
Tolbert, George E., Hickory, N. C.	Pvt.	Sept. 24th, 1917	Discharged, Nov. 26th, 1917
Toney, Leroy F., Marion, N. C.	Pvt.	Sept. 24th, 1917	Deceased, Oct. 30th, 1917
Toner, Frank M., Detroit, Mich.	Pvt.	July 25th, 1918	
Traud, Paul M., Greensboro, N. C.	Pvt.	April 10th, 1917	Transferred, May 1st, 1918
Trogdon, Howard C., Greensboro, N. C.	Pvt.	April 10th, 1917	
Trussler, James M., Harding, W. Va.	Pvt.	July 25th, 1918	
Tunstall, Fritz H., Greensboro, N. C.	Sgt., 1st Cl.	April 10th, 1917	
Turner, Cammie M., 119 Walnut St., La-Follette, Tenn.	Cook	Oct. 16th, 1917	Transferred, July th, 1918
Tyson, Adam, Lake Butler, Fla.	Pvt.	April 25th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Underwood, Curtis O., 414 N. Green St., Greensboro, N. C.	Bugler	May 10th, 1917	
Vandergriff, John G., Memphis, Tenn.	Pvt.	Oct. 16th, 1917	Discharged, Nov. 10th, 1917
Varner, Grover C., Denton, N. C.	Sgt.	June 30th, 1917	Transferred, Jan. 1st, 1919
Verbeck, William T., Detroit, Mich.	Cook	July 25th, 1918	
Wall, Winfield E., Greensboro, N. C.	Corp.	April 10th, 1917	Transferred, April 20th, 1918
Walsh, Edgar, St. Joseph, Mo.	Pvt.	Dec. 9th, 1918	
Warren, Marshall, Brookford, N. C.	Pvt.	Sept. 24th, 1917	
Watson, John T., Greensboro, N. C.	Pvt.	May 5th, 1917	Transferred, Nov. 1st, 1917
Waugh, Thomas B., Statesville, N. C.	Pvt.	Sept. 24th, 1917	
Webb, William M., Pine Top, N. C.	Pvt.	May 16th, 1918	
Weeks, Paul W., Newton, N. C.	Pvt., 1st Cl.	Sept. 24th, 1917	
Wells, Daniel L., Hickory, N. C.	Pvt.	Sept. 24th, 1917	
West, Otto O., Greensboro, N. C.	Pvt.	Mar. 29th, 1918	Transferred, May 1st, 1918
Wharton, Harry G., Greensboro, N. C.	Pvt.	Aug. 4th, 1917	
Whatley, Garret C., Dadeville, Ala.	Pvt.	Dec. 9th, 1918	
Whitehouse, Charles M., Waynesville, N. C.	Sgt.	Nov. 12th, 1917	
Wilkins, Ross, Greensboro, N. C.	Pvt.	Aug. 14th, 1917	Transferred, Nov. 1st, 1917
Williams, Daniel McG., Asheville, N. C.	Sgt., 1st Cl.	July 27th, 1917	Transferred, Sept. 16th, 1917
Williams, Noel C., Mt. Williams, Va.	Pvt.	Dec. 9th, 1918	
Williamson, Harry M., Fayetteville, N. C.	Pvt.	May 14th, 1917	
Willet, John T., High Point, N. C.	Sgt.	Nov. 25th, 1918	
Wilson, Matthew M., Newton, N. C.	Pvt.	July 4th, 1917	
Wilson, Jesse K., Greensboro, N. C.	Pvt.	April 10th, 1917	Discharged, July 30th, 1917
Wyrick, Granville G., Greensboro, N. C.	Sgt.	July 12th, 1917	Transferred, May 17th, 1918
Wyatt, John, 307 N. Spring St., Willow, Ky.	Pvt.	July 25th, 1918	
Yarbrough, Neal J.	Pvt.	April 18th, 1918	Transferred, July 17th, 1918
Young, Walter R., Greensboro, N. C.	Corp.	July 16th, 1917	Transferred, Sept. 18th, 1917

COMPANY D, 105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Armstrong, Mervin, Fayetteville, N. Y.	Captain	Sept. 16th, 1917	Left for United States, Jan. 31st, 1919, account of father's illness
Field, Bascomb L., Greensboro, N. C.	1st Lieut.	Dec. 19th, 1917	Killed in action, Sept. 29th, 1918
Stroup, Clarence S., Mt. Holly, N. C.	1st Lieut.	Sept. 14th, 1917	
Denmark, Leonidas P., Raleigh, N. C.	2nd Lieut.	Sept. 3rd, 1917	April 12th, 1918, transferred
Hardin, R. L.	2nd Lieut.	Dec. 14th, 1917	Transferred, Jan. 10th, 1918
Latrobe, C. H. Jr., 2208 Grant Ave., Wilmington, Del.	2nd Lieut.	Sept. 29th, 1917	Transferred, Nov. 26th, 1917
Rankin, Richard W., Gastonia, N. C.	2nd Lieut.	Sept. 14th, 1917	Transferred, Oct. 15th, 1917
Rust, Albert L., Morganton, N. C.	2nd Lieut.	Nov. 7th, 1918	
Williams, Daniel McD., Asheville, N. C.	2nd Lieut.	Dec. 1st, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Abernethy, Joseph B., Mt. Holly, N. C.	Pvt.	Sept. 14th, 1917	
Adams, Frank, Kings Mountain, N. C.	Pvt.	Sept. 14th, 1917	Discharged, May 2nd, 1918
Agnew, Mike	Pvt.	Oct. 14th, 1917	Transferred, Jan. 28th, 1918
Alelunas, John, Sestville, Ill.	Pvt., 1st Cl.	Mar. 22nd,1918	
Allen, Dores, Gastonia, N. C.	Wagoner	Sept. 14th, 1917	
Andress, Richard W., Chattanooga, Tenn.	Pvt.	Oct. 16th, 1917	
Andrews, John S.	Pvt.	Oct. 14th, 1917	Discharged, Nov. 18th, 1917

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Armstrong, Thomas C., Stanley, N. C.	Corp.	Sept. 14th, 1917	
Arnett, John W., Pikesville, Tenn.	Pvt., 1st Cl.	Oct. 16th, 1917	
Atchley, Oliver J., Sevierville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Bailey, George G., Everette, N. C.	Pvt.	May 5th, 1918	
Bailey, Justice	Pvt.	Oct. 14th, 1917	Transferred, Oct. 23rd, 1917
Baker, Ben E., Rock Hill, S. C.	Pvt.	Sept. 14th, 1917	
Baker, Becker R., Lynville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Bane, John W., Dyersburg, Tenn.	Pvt.	Oct. 14th, 1917	
Bargatze, William H., Nashville, Tenn.	Corp.	Oct. 17th, 1917	
Barker, Lum, Gastonia, N. C.	Pvt.	Nov. 5th, 1917	Discharged, Jan. 4th, 1918
Barnes, Arthur, Holtland, Tenn.	Pvt.	Oct. 10th, 1917	
Batchelor, Caswell	Pvt.	Oct. 17th, 1917	Discharged, Dec. 19th, 1917
Beach, John S., Clover, S. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Beach, Robert B., Gastonia, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	Evacuated, Oct. 8th, 1918,
Beavers, Fred., Suits, N. C.	Pvt.	Nov. 19th, 1917	
Belcher, William R., Reevesville, Ill.	Pvt.	Mar. 5th, 1918	
Bess, Lawrence, Lowell, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Black, William J., Summerstown, Tenn.	Pvt.	Oct. 1st, 1917	Discharged, Dec. 4th, 1917
Black, John C., Hickory Point, Tenn.	Sgt., 1st Cl.	Oct. 14th, 1917	
Bowen, Robert L., Meadenville, N. C.	Pvt.	Sept. 14th, 1917	Died of influenza, Nov 3rd, 1918
Bradley, Harry A., Gastonia, N. C.	Cook	Sept. 14th, 1917	
Braswell, Conley C., Marshville, N. C.	Pvt., 1st Cl.	April 24th, 1918	
Bridges, Edwin B., Charlotte, N. C.	Regt. Sgt. Major		Transferred, May 8th, 1918
Britten, Robert H., Gastonia, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Britton, Summey G., McAdenville, N. C.	Pvt.	Sept. 14th, 1917	Transferred, May 3rd, 1918
Brown, William F., Chattanooga, Tenn.	Sgt.	Sept. 14th, 1917	Transferred, Oct. 24th, 1917
Brown, James F., Dallas, N. C.	Mess Sgt.	Sept. 14th, 1917	
Brown, William M., Dallas, N. C.	Corp.	Sept. 14th, 1917	
Brown, Marion T., Abbeville, S. C.	Pvt.	Sept. 14th, 1917	
Brown, Robert L., Dallas, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Bullinger, Willie, Lincolnton, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Sept., 1917
Bumgarner, Fred H., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Bunum, Ralph T., Farmville, N. C.	Corp.	Oct. 12th, 1917	
Burns, Robert B., Drexel, N. C.	Pvt., 1st Cl.	Oct. 12th, 1911	
Burns, Walter L., Fork, S. C., Route #6	Pvt., 1st Cl.	Sept. 14th, 1911	
Cain, Carlos	Pvt.	Oct. 17th, 1917	Transferred, Jan. 28th, 1918
Carden, Ernest P., Dunlap, Tenn.	Sgt.	Oct. 14th, 1917	
Carmack, John W., Rogersville, Tenn.	Pvt.	Oct. 14th, 1917	
Carpenter, Henry O., Gastonia, N. C.	Sgt.	Sept. 14th, 1917	Died of wound, Sept. 30th, 1918
Carringer, Henry E., Johnson City, Tenn.	Pvt.	Oct. 16th, 1917	
Carroll, John H., Greenville, S. C.	Corp.	Sept. 14th, 1917	
Carson, Ernest L., Bessemer City, N. C.	Pvt., 1st Cl.	Sept. 14th, 1911	
Carty, Leon C., Glidden, Ia.	Pvt.	April 24th, 1918	Transferred, Sept. 11th, 1917
Cashien, Luther G., Kings Mountain, N. C.	Pvt.	Sept. 14th, 1917	
Chadwick, Harvy T., Charlotte, N. C.	Pvt.	Mar. 9th, 1918	Killed in action, Sept. 29, 1918.
Chambers, Arlet, Winona, Tenn.	Pvt.	Oct. 16th, 1917	Transferred, Mar. 24th, 1918
Clark, Oscar L., Asheville, N. C.	Pvt.	Oct. 16th, 1917	Evacuated, Nov. 28th, 1918
Clayton, Thomas, Germantown, Tenn.	Corp.	Oct. 16th, 1917	
Clemmer, Coit E., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Feb. 28th, 1918
Clemmer, Lawrence L., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Evacuated, Oct. 20th, 1918
Clentz, James L., Troutman, N. C.	Pvt.	Oct. 16th, 1917	
Cochran, Frank B., Antioch, Tenn.	Pvt.	Oct. 16th, 1917	Evacuated, Oct. 26th, 1918,
Cooper, Frank D., Nashville, Tenn.	Cook	Oct. 16th, 1917	
Cooper, Deaver L., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Nov. 2nd, 1917
Cotton, William G., Chattanooga, Tenn.	Corp.	Oct. 16th, 1917	
Covington, Kerner W., Oldtown, Tenn.	Corp.	Oct. 16th, 1917	
Craig, Edward M., Gastonia, N. C.	Pvt.	Sept. 14th, 1911	Transferred



ENGINEERS, 30th D



COMPANY D, 325TH INFANTRY, 82D DIVISION, CAMP JACKSON, S. C.

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Creech, Charlie	Pvt.	Oct. 16th, 1917	Discharged, Nov. 2nd, 1917
Crew, Thomas L., Gastonia, N. C.	Saddler	Sept. 14th, 1917	
Cumming, Will	Pvt.	Oct. 14th, 1917	Transferred, Jan. 28th, 1918
Curry, James L., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Daugherty, Robert, Charleston, Tenn.	Pvt., 1st Cl.	Oct. 16th, 1917	Killed in action, Sept. 29th, 1918
David, Willie T., Covington, Tenn.	Pvt.	Oct. 16th, 1917	
Davis, Robert L., Woodleaf, Tenn.	Corp.	Oct. 16th, 1917	
Day, William T., Roxboro, N. C.	Bugler	Oct. 16th, 1917	
Day, Russell, Elliottsville, Ky.	Pvt.	July 6th, 1918	
Deakins, Rev. L., Whitesville, Tenn.	Pvt., 1st Cl.	Oct. 16th, 1917	
Deavenport, Richard K., Jr., Mount Holly, N. C.	Stable Sgt.	Sept. 14th, 1917	
Demanski, Andy, Sasser, Ill.	Pvt., 1st Cl.	Mar. 21st, 1918	
Dill, Alvis H., Smithville, Miss.	Pvt.	Dec. 5th, 1918	
Dillbeck, Joseph, Higden Store, Ga.	Pvt.	Dec. 5th, 1918	
Dilling, Mack, Gastonia, N. C.	Corp.	Sept. 14th, 1917	Transferred, Jan. 28th, 1918
Dixon, Robert, Penland, N. C.	Pvt.	Oct. 18th, 1917	
Dixon, Waldren	Pvt.	Oct. 16th, 1917	Dropped, Dec. 20th, 1917
Dobbins, Earl L., 492 North Liberty Street, Spartanburg, S. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Dodson, Tracis A., Winfield, Ala.	Pvt.	Dec. 5th, 1918	
Doligschlager, Charles, Taluca, Ill.	Pvt.	Dec. 5th, 1918	
Dolin, Perry G., Fester, W. Va.	Pvt.	Dec. 5th, 1918	
Donaldson, Oscar H., Bascom, Fla.	Pvt.	Dec. 5th, 1918	
Donaldson, Vern C., Thompson, Neb.	Pvt.	Dec. 5th, 1918	
Dooly, James McB., Fauke, Ark.	Pvt.	Dec. 5th, 1918	
Doyle, Stewart K., Bluefield, W. Va.	Pvt.	Dec. 5th, 1918	
Dubar, Lewis H., Cincinnati, O.	Pvt.	Dec. 5th, 1918	
Duke, Walter, Albemarle, N. C.	Pvt.	Oct. 16th, 1917	Died of wounds, Sept. 30th, 1918
Dukes, Bert E., Emodel, Ga.	Pvt.	Dec. 5th, 1918	
Dunaway, Henry R.	Pvt.	Oct. 16th, 1917	Discharged, Oct. 26th, 1917
Dunford, Will, Vaughn, W. Va.	Pvt.	Dec. 5th, 1917	
Dunford, Carl J.	Pvt.	Oct. 14th, 1917	Died, Dec. 8th, 1917
Dunn, James F., Washington, C. H., O.	Pvt.	Dec. 5th, 1918	
Dunn, Lawrence T., Johnson City, Tenn.	Sgt., 1st Cl.	Oct. 16th, 1917	
Dunn, John E.	Pvt.	Oct. 16th, 1917	Transferred, Sept., 1917
Durham, Hughes, Dallas, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Ebbecke, Albert A., 214 Sterling Place, Brooklyn, N. Y.	Corp.	Dec. 5th, 1918	
Edward, James H., Kings Mountain, N. C.	Pvt.	Sept. 14th, 1917	
Ehrentich, Henry, Brooklyn, N. Y.	Pvt.	Dec. 5th, 1918	
Elmore, James L.	Pvt.	Oct. 16th, 1917	Transferred, Feb. 15th, 1918
Faires, Harry J., Belmont, N. C.	Corp.	Sept. 14th, 1917	
Falzene, Charlie, Rochester, N. Y.	Pvt.	Dec. 5th, 1918	
Fansworth, Chester, Keokuk, Ia.	Pvt.	Dec. 5th, 1918	
Farr, Edwin P., Dodd City, Tex.	Pvt.	Dec. 5th, 1918	
Farrier, William H.	Corp.	Oct. 16th, 1917	Evacuated, Oct. 26th, 1918
Faysseux, Jack C., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Oct. 24th, 1917
Ferde, Mathais, Ortenville, Minn.	Pvt.	Dec. 5th, 1918	
Ferfa, Frank, Harrison, N. J.	Pvt.	Dec. 5th, 1918	
Ferguson, Robert A., Gastonia, N. C.	Cook	Sept. 14th, 1917	
Fermant, John, Buffalo, N. Y.	Pvt.	Dec. 5th, 1918	
Ferrara, Joe J., New York City, N. Y.	Pvt.	Dec. 5th, 1918	
Fields, J. H., Dallas, N. C.			
Fields, Grover T., Greensboro, N. C.	Pvt.	Oct. 16th, 1917	
Fields, Harris, Dallas, N. C.	Corp.	Sept. 14th, 1917	
Fitzpatrick, Thomas A., Begart, Ga.	Pvt.	Dec. 5th, 1918	
Flanagan, Martin T., Wilmington, N. C.	Sgt.	Sept. 14th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Ford, Enes W., Easley, S. C.	Corp.	Sept. 14th, 1917	
Fowler, Paul S., Heardmont, Ga.	Pvt.	Dec. 5th, 1918	
Frankenburry, John R., Point Marion, Pa.	Pvt.	Dec. 5th, 1918	
Franklin, Frank E., Morganton, N. C.	Pvt.	Oct. 22nd, 1917	
Fraumani, Julius J., Revere, Mass.	Pvt.	Dec. 5th, 1918	
Galliger, William B., Des Moines, Ia.	Pvt.	Dec. 5th, 1918	
Galloway, James H.	Pvt.	Oct. 16th, 1917	Transferred, Mar. 26th, 1917
Garrett, John W. M., Lawrence, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Geraci, Antenie, New York, N. Y.	Pvt.	Dec. 5th, 1918	
Gilbert, Frank R., Gastonia, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Glisson, William A., Henry, Tenn.	Pvt.	Oct. 14th, 1917	
Glover, Charlie A., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Feb. 22nd, 1918
Goldman, Harris G., Chappells, S. C.	Pvt.	July 28th, 1917	
Goodnick, Bennie, 259 Monroe St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Goodsen, Henry M., Lincolnton, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Gorel, Charles S., Salisbury, N. C.	Sgt.	Sept. 14th, 1917	
Grayless, Ova, Coal Bluff, Ala.	Pvt.	July 24th, 1918	
Green, Mills T., Mt. Juliet, Tenn.	Pvt.	Oct. 16th, 1917	Evacuated, Oct. 18th, 1918
Griggs, Walter F., Gastonia, N. C.	Sgt.	Sept. 14th, 1917	Evacuated, Oct. 20th, 1918,
Griggs, Brantly B., Gastonia, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Hacker, Will J., Cullman, Ala.	Pvt.	Dec. 5th, 1917	
Hager, Clyde L., Belmont, N. C.	Pvt.	Sept. 14th, 1917	Discharged, Oct. 29th, 1917
Hager, Ernest S., Bessemer City, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Hamblen, Porter V., Mt. Juliet, Tenn.	Sgt.	Oct. 16th, 1917	Evacuated, Oct. 18th, 1918,
Hale, James C., Summerville, Tenn.	Pvt.	Oct. 14th, 1917	
Hall, Samuel I.	Pvt.	Oct. 16th, 1917	Discharged, Mar. 6th, 1918
Hall, Harrold R., Clarksburg, W. Va.	Pvt.	Dec. 5th, 1918	
Hall, Samuel L., Archville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Hall, William C., Maysworth, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Hamilton, Howard R., Big Sandy, Tenn.	Pvt.	Oct. 16th, 1917	Died of wounds, Sept. 30th, 1918
Haney, William A., Belmont, N. C.	Corp.	Sept. 14th, 1917	Discharged, Nov. 18th, 1917
Harris, William H., Charlotte, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Harris, Gaither J., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Oct. 11th, 1917
Harroldson, Allen B., Ruffin, N. C.	Sgt.	Sept. 14th, 1917	
Hart, Henry D., Lockhart, Ala.	Pvt.	May 16th, 1910	
Hartman, Floyd C., N. Chattanooga, Tenn.	Corp.	Oct. 14th, 1917	
Hastings, Luther P., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Hastings, Russel J., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Hedge, James M.	Pvt.	April 25th, 1918	Dropped in Hospital, 1918
Hellemeyer, George, 1572 46th St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Helms, Bascomb A., Mineral Springs, N. C.	Pvt., 1st Cl.	April 4th, 1918	
Helton, Dexter C., Stanley, N. C.	Wagoner	Sept. 14th, 1917	
Helton, Graham H., Mt. Holly, N. C.	Pvt.	Sept. 14th, 1917	
Henley, Charles A., Taylorsville, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Oct., 1918
Henry, James H., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Oct., 1918
Henry, Uret, Washburn, Tenn.	Sgt.	Oct. 14th, 1917	
Herner, Paul D., Morristown, Tenn.	Pvt.	Oct. 14th, 1917	
Higging, Michael, New York, N. Y.	Pvt.	Dec. 5th, 1918	
Higgins, Henry H., Estep, Tenn.	Corp.	April 16th, 1917	
High, Ralph A., Dallas, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Hill, Sylvester	Pvt.	Oct. 16th, 1917	Dropped, Nov. 30th, 1917
Hill, Andrew F., Lebelia, W. Va.	Pvt.	Dec. 5th, 1918	
Hill, Elmore, Badin, N. C.	Pvt.	Oct. 16th, 1917	Evacuated, Oct. 8th, 1918
Hodges, Grady, Mast, N. C.	Pvt.	April 25th, 1918	
Hoffman, Herman H., Los Angeles, Cal.	Pvt.	Dec. 5th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Holder, Robert F., Dallas, N. C.	Pvt.	Sept. 14th, 1917	
Holland, James H., Gastonia, N. C.	Sgt., 1st Cl.	Sept. 14th, 1917	
Holland, Ralph E., Mt. Holly, N. C.	Wagoner	Sept. 14th, 1918	
Hooker, James, Charlotte, N. C.	Pvt.	Oct. 16th, 1917	
Hoppes, Sommey L., Hickory, N. C.	Pvt.	Oct. 22nd, 1917	Transferred to Headquarters Company, Dec. 2nd, 1918
Hovis, Clarence E., Dallas, N. C.	Pvt.	Sept. 14th, 1917	
Howard, Lonnie T., Shelburn, Ind.	Pvt.	July 24th, 1918	
Hubbard, George F., Paris, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Huckeby, Eugene W., Columbia, Tenn.	Corp.	Oct. 16th, 1917	Died of wounds, Sept. 30th, 1918
Huffman, Erwin W., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Hughes, Blain, Relief, N. C.	Pvt.	Oct. 2nd, 1918	
Hughes, Verlin C., Culverson, N. C.	Corp.	Oct. 12th, 1917	
Humphries, Otto L., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Evacuated, Oct. 9th, 1918
Ingraham, Davis, East Jeffery, N. H.	Pvt.	Dec. 5th, 1918	
Jacobs, James C., Rougemont, N. C.	Pvt.	May 14th, 1917	
Janetky, Robert L., Portsmouth, O.	Corp.	Aug. 2nd, 1918	
Jeffus, Earnest J., Defort, Tex.	Pvt.	Dec. 5th, 1917	
Jenkins, Charles R., Doeville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Jenkins, Thomas L., Gastonia, N. C.	Corp.	Sept. 14th, 1917	
Jenkins, Walter L., Gastonia, N. C.	Corp.	Sept. 14th, 1917	
Jenkins, William O., Gastonia, N. C.	Quartermaster Sgt.	Sept. 14th, 1917	Transferred, Oct. 3rd, 1918
Jerguns, Frank, Tentpolis, Ill.	Pvt.	Dec. 5th, 1918	
Johnson, Henry M., Graham, N. C.	Pvt.	May 14th, 1917	Killed in action, Sept. 29th, 1918
Johnston, Later R., Charlotte, N. C.	Corp.	Sept. 14th, 1917	
Jones, Perry A., Halls, Tenn.	Sgt., 1st Cl.	Oct. 14th, 1917	
Jones, Arntt W.	Pvt.	Oct. 14th, 1917	Transferred, April 3rd, 1917
Jordan, Perry L., Gastonia, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Justice, Addie L., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Oct., 1918
Keeffe, Horace G.	Pvt.	Oct. 16th, 1917	Transferred, April 3rd, 1918
Keeton, George, Oneida, Tenn.	Pvt.	Oct. 14th, 1917	
Keith, Charlie P., Rocky Point, N. C.	Pvt.	Dec. 5th, 1918	
King, Robert B., St. Augustine, Fla.	Pvt.	Dec. 5th, 1918	
King, Conrad, Tunis, N. C.	Wagoner	Nov. 4th, 1918	
Kitts, Sherrell, Bluefield, W. Va.	Pvt.	Dec. 5th, 1918	
Lacasico, Anthony, New York City, N. Y.	Pvt.	Dec. 5th, 1918	
Latham, George, New York City, N. Y.	Pvt.	Dec. 5th, 1918	
Lawrence, Samuel M., Gastonia, N. C.	Corp.	Sept. 14th, 1917	
Leicht, Elmer L., Caseyville, Ill.	Pvt.	Mar. 22nd, 1918	
Lewis, Raleigh T.	Pvt.	Oct. 16th, 1917	Transferred, Jan. 28th, 1918
Lewis, Reno W., Lebanon, Tenn.	Corp.	Oct. 16th, 1917	
Lewis, Thedford S., Supply, N. C.	Pvt.	Oct. 14th, 1917	
Lineberger, Kelly F., Dallas, N. C.	Corp.	Sept. 14th, 1917	
Little, Lester D., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Litzler, Charles, Indianapolis, Ind.	Pvt.	July 25th, 1918	
Lockaoy, Jessie B., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Dec. 5th, 1917
Long, Kelly	Pvt.	Oct. 14th, 1917	Transferred, April 3rd, 1918
Long, Lee R., Etowah, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Luquire, Harvey L., Newberry, S. C.	Pvt.	May 14th, 1917	Transferred, May, 1918
Lusk, Thomas M., Stanley, Tenn.	Cook	Oct. 14th, 1917	
Lutz, Garland E., Gastonia, N. C.	Pvt.	May 14th, 1917	Evacuated, Oct. 26th, 1918
Lyle, William E., Johnson City, Tenn.	1st Sgt.	Oct. 14th, 1917	
Maddery, Emerson B., Seaboard, N. C.	Corp.	May 14th, 1918	
Mann, Lonnie B., Matthews, N. C.	Cook	Sept. 14th, 1917	
Manning, Willie	Pvt.	Oct. 16th, 1917	Evacuated, Oct. 9th, 1918
Manuel, Willie, Clinton, Tenn.	Pvt.	Oct. 16th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Marbury, John W., Jones, Tenn.	Pvt.	Oct. 19th, 1917	
Martin, Roy V., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Nov., 1917
Martin, Shuford B., West Hickory, N. C.	Pvt.	Jan. 3rd, 1918	
Maupin, Gabriel H., Haley, Tenn.	Pvt., 1st Cl.	Oct. 15th, 1917	
Maxwell, Raymond R., Dallas, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Maynard, Robert C., Mary Oak, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
McArver, James F., Gastonia, N. C.	Corp.	Sept. 14th, 1917	
McArver, William T., Gastonia, N. C.	Sgt.	Sept. 14th, 1917	Transferred, Aug. 5th, 1918
McCamish, Naws W., Calhoon, Tenn.	Pvt.	Oct. 14th, 1917	
McCorkle, Hugh J., Alexis, N. C.	Sgt., 1st Cl.	Sept. 14th, 1917	
McClain, Hardy, Banners Elk, N. C.	Pvt.	April 24th, 1918	
McClellan, Ralph	Pvt.	May 14th, 1917	Evacuated, Sept. 13th, 1918
McClellan, John H., R. F. D. #2, Monroe, N. C.	Pvt.	July 2nd, 1918	Evacuated, Sept. 22nd, 1918
McCreary, Joseph W., Tracy City, Tenn.	Pvt.	Oct. 16th, 1917	
McGee, Hubert, Cullowhee, N. C.	Corp.	Sept. 14th, 1917	
McLean, William H., Gallatin, Tenn.	Sgt., 1st Cl.	Oct. 16th, 1917	Transferred, Nov. 1st, 1918
McIntire, George F., Mounds, Ill.	Corp.	Mar. 2nd, 1918	
McGimpsey, Earl R.	Pvt.	Oct. 16th, 1917	Transferred, April 26th, 1918
Michaels, Joseph A., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
McCormick, Walter	Pvt.	Oct. 16th, 1917	Transferred, April 26th, 1918
Merrill, Lewis H.	Pvt.	Oct. 16th, 1917	Evacuated, Oct. 8th, 1918
Millen, Robert H., Charlotte, N. C.	Corp.	Sept. 14th, 1910	
Miller, Oscar, Charlotte, N. C.	Pvt.	April 24th, 1918	
Misskelly, Lindsey B., Gastonia, N. C.	Cook	Sept. 14th, 1917	Evacuated, Oct. 20th, 1918
Montgomery, John R., Wood, N. C.	Pvt., 1st Cl.	April 18th, 1918	
Moore, Garnett B., c/o J. A. Moore, R. F. D. #1 Baldwin, Ga.	Pvt.	Oct. 4th, 1917	
Moore, Edgar B., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Mar. 10th, 1918
Moose, T. F., Dallas, N. C.	Pvt.	Sept. 14th, 1917	
Morgan, Cashus M., Chandler, N. C.	Pvt.	April 25th, 1918	
Morgan, Hampton, Marion, N. C.	Sgt., 1st Cl.	Sept. 21st, 1917	
Moriarty, Leo, St. Louis, Mo.	Pvt., 1st Cl.	April 11th, 1918	
Morris, John H. W., Tarboro, N. C.	Pvt.	April 24th, 1918	Evacuated, Oct. 8th, 1918
Morris, William, Gastonia, N. C.	Sgt.	Sept. 14th, 1917	
Morris, Reid J., Stanley, N. C.	Sgt., 1st Cl.	Sept. 14th, 1917	
Morrison, Joseph O., Fayetteville, W. Va.	Pvt.	July 24th, 1918	
Mosley, Lee R., McAdenville, N. C.	Pvt.	Sept. 14th, 1917	Evacuated, Oct. 18th, 1918
Mosley, Homer, Dyer, Tenn.	Pvt., 1st Cl.	Oct. 10th, 1917	
Motsinger, Jam M., Kernersville, N. C.	Pvt.	April 24th, 1918	Evacuated, Oct. 26th, 1918
Mustin, John C.	Pvt.	Oct. 16th, 1917	Transferred, Jan. 14th, 1918
Nachowicz, Joseph, Chicago, Ill.	Pvt.	Dec. 5th, 1918	
Neely, John K.	Pvt.	Oct. 16th, 1917	Died, Feb. 21st, 1918
Nichols, Herman, Galmont, N. C.	Pvt.	Sept. 14th, 1917	Transferred, Nov. 4th, 1917
Nolan, John V., Chicago, Ill.	Pvt.	Dec. 5th, 1918	
O'Daniel, Lloyd W., Belmont, N. C.	Sgt.	Sept. 14th, 1917	Transferred, Oct. 15th, 1917
Odell, Joseph, Alton, Ill.	Pvt.	Dec. 5th, 1918	
Ogburn, Thomas H., Winston-Salem, N. C.	Pvt.	Oct. 1st, 1917	
O'Neil, Alfred B., Gastonia, N. C.	Sgt.	Sept. 14th, 1917	Transferred, Oct. 11th, 1917
Osborn, Jesse B., Locust, N. C.	Pvt., 1st Cl.	April 24th, 1918	
Osborne, John R., Locust, N. C.	Pvt.	Oct. 1st, 1917	Transferred, Jan. 23rd, 1919
Padgett, Harry, Chicago, Ill.	Pvt.	Dec. 6th, 1918	
Padgett, Ralph A., Gastonia, N. C.	Corp.	Sept. 14th, 1917	Evacuated, June 6th, 1918
Page, Americus V., Shelvote, N. C.	Pvt.	Oct. 16th, 1917	Transferred, April 3rd, 1917
Painter, Charles H., Maysworth, N. C.	Pvt.	Sept. 14th, 1917	Dropped, Nov. 30th, 1917
Painter, William H., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Parker, Bert O., Westfield, Ill.	Pvt.	Dec. 6th, 1918	
Parker, Decatur, Lattimore, N. C.	Pvt.	Oct. 12th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Parker, John N.	Pvt.	Oct., 1918	Transferred, Dec. 9th, 1918
Parker, Kelly G., Woodland, N. C.	Pvt.	April 25th, 1918	
Parker, Luther C., 4708 E. 46th St., East Lake, Tenn.	Pvt.	Oct. 16th, 1917	
Parker, Oliver, Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Pate, John, Duke, N. C.	Pvt.	April 24th, 1918	
Pearson, Meek B., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Evacuated, Oct. 20th, 1918
Pennington, Phelan, Oneida, Tenn.	Pvt.	Oct. 14th, 1917	
Penny, Henry B., Kokomo, Ind.	Corp.	Mar. 3rd, 1918	
Percell, James L., Glennville, Ga.	Corp.	Mar. 30th, 1918	
Perkins, James D., Charlotte, N. C.	Pvt.	Oct. 24th, 1918	
Perkins, Sidney L., Mayworth, N. C.	Pvt.	Sept. 14th, 1917	Transferred, March 24th, 1918
Phifer, Jacob, Kings Mountain, N. C.	Pvt.	Oct. 16th, 1917	
Pierce, Tonny L., Chicago, Ill.	Pvt.	Dec. 6th, 1918	
Poarch, Pink, Gastonia, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Poe, Richard H., Sanford, N. C.	Corp.	Nov. 1st, 1918	
Pope, William C., Mt. Mourne, N. C.	Sgt.	Sept. 14th, 1917	Transferred, Aug. 5th, 1918
Poplin, Joseph O., Albemarle, N. C.	Pvt.	April 24th, 1918	
Pryor, Kohn W., Mt. Holly, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Pully, James F.	Pvt.	Oct. 16th, 1917	Transferred, Nov. 17th, 1917
Putman, Hobert W., Cowpens, S. C.	Pvt.	Sept. 14th, 1917	
Raines, Albert L., Whitesville, Tenn.	Wagoner	Oct. 17th, 1917	
Rankin, William L., Gastonia, N. C.	Pvt.	Sept. 15th, 1917	Transferred, Oct., 1918
Raszkowiski, Iggie, Chicago, Ill.	Pvt.	Dec. 5th, 1918	
Ratchford, Parks O., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	
Rawlins, Frank L., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Evacuated, Nov. 17th, 1918
Ray, James F., Gastonia, N. C.	Pvt.	Sept. 14th, 1917	Discharged, Jan. 4th, 1918
Reagan, William E.	Pvt.	Oct. 16th, 1917	Discharged, Nov. 12th, 1917
Redders, Charles J., Memphis, Tenn.	Corp.	Oct. 16th, 1917	
Reilly, Harry F., Memphis, Tenn.	Corp.	Oct. 16th, 1917	
Rentfrow, William A., Neosho, Mo.	Pvt.	April 6th, 1918	
Rhyne, Robert L., Gastonia, N. C.	Sgt.	Sept. 14th, 1917	
Rich, Henry C.	Pvt.	Oct. 16th, 1917	Discharged, Jan. 9th, 1918
Ricketts, Gordan A., Oldfort, Tenn.	Pvt.	Oct. 16th, 1917	
Rierker, Lewis G., St. Louis, Mo.	Pvt.	April 1st, 1917	
Rierson, William J. B., Winston-Salem, N. C.	Sgt.	Sept. 14th, 1917	
Robbins, Luther W., Edgar, N. C.	Pvt.	Oct. 16th, 1917	
Robinson, Hugh L., Marther, Tenn.	Sgt.	Oct. 14th, 1917	
Rodden, James F., Belmont, N. C.	Pvt.	Sept. 14th, 1917	Evacuated, Oct. 18th, 1918
Roland, Ham	Pvt.	Oct. 16th, 1917	Transferred, Feb. 10th, 1918
Rosmand, Frank C., Spencer, N. C.	Pvt.	Oct. 16th, 1917	
Roy, Saul O., Columbia, S. C.	Corp.	April 24th, 1918	Transferred, Sept. 10th, 1918
Royster, James G., Kings Mountain, N. C.	Pvt.	Sept. 14th, 1917	Discharged, Mar. 6th, 1918
Ryan, James M., Memphis, Tenn.	Pvt.	Oct. 16th, 1917	Died, Feb. 9th, 1919, broncho-pneumonia
Schweiger, Julius R., Chattanooga, Tenn.	Pvt.	Oct. 16th, 1917	Transferred, April 3rd, 1918
Sessums, Rufus	Pvt.	May 5th, 1918	Transferred, May 9th, 1918
Settlemyre, Russell, Newton, N. C.	Pvt., 1st Cl.	Oct. 14th, 1917	
Seymore, Aubrey P.	Pvt.	Oct. 16th, 1917	Transferred, Jan., 1918
Sherrill, Simpson H., Cornelius, N. C.	Wagoner	Jan. 12th, 1917	
Simmons, Charles M., Francisco, N. C.	Pvt.	Oct. 16th, 1917	Evacuated, Oct. 20th, 1918
Slater, Frank, Pocahontas, W. Va.	Pvt.	July 24th, 1918	
Smallen, Charles M.	Pvt.	Oct. 16th, 1917	Discharged, Dec. 7th, 1917
Smith, Horace L., Martin, Tenn.	Sgt.	Oct. 16th, 1917	
Smith, Walter L., Bessemer City, N. C.	Pvt.	Sept. 14th, 1917	
Smith, Calvin S., Gastonia, N. C.	Sgt.	Sept. 14th, 1917	
Smith, George T., Bladenboro, N. C.	Pvt.	Oct. 12th, 1917	
Smith, Walter S., Hartford, W. Va.	Pvt.	Oct. 24th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Spencer, Clinton	Pvt.	Oct. 14th, 1917	Transferred, Jan. 28th, 1918
Steelman, Howard S., Oakwood, N. C.	Pvt.	Oct. 12th, 1917	Evacuated, Oct. 20th, 1918
Stephenson, Charles F., Angier, N. C.	Sgt.	Oct. 14th, 1917	
Stephens, Maynard C., Cleveland, Tenn.	Pvt., 1st Cl.	Oct. 16th, 1917	
Stone, George R.	Pvt.	Oct. 16th, 1917	Transferred, April 26th, 1918
Suggs, Samuel B., Salisbury, N. C.	Sgt.	Sept. 14th, 1917	
Suggs, Harry J., Salisbury, N. C.	Wagoner	Sept. 14th, 1917	
Sullivan, John E., Bowling Green, Ky.	Pvt., 1st Cl.	Oct. 16th, 1917	
Tadlock, Esra C., Poketon, N. C.	Pvt.	April 25th, 1918	
Tant, John W., Nashville, Tenn.	Pvt., 1st Cl.	Oct. 14th, 1917	
Taylor, Harry C., Taylorsville, Ky.	Pvt.	Mar. 30th, 1918	
Terrill, Alfred J., Mebane, N. C.	Pvt.	Oct. 16th, 1917	Transferred, 1918
Terry, Thomas E., Bessemer City, N. C.	Pvt.	Sept. 14th, 1917	
Thomasson, Earl Martin, Gastonia, N. C.	Corp.	Sept. 14th, 1917	
Thurman, Daniel, Campbell, Mo.	Pvt.	Mar. 29th, 1918	
Todd, Roy H., Charlotte, N. C.	Pvt.	April 25th, 1918	Transferred, May 3rd, 1918
Todorovich, Tom, Zaigler, Ill.	Pvt.	Mar. 22nd, 1917	
Trexler, Maxie	Pvt.	Oct. 16th, 1917	Transferred, Jan. 28th, 1918
Turner, Paul J., Rockymount, N. C.	Pvt.	Oct. 26th, 1917	
Vansteen, Joe A., Seattle, Wash.	Pvt.	Aug. 2nd, 1918	
Vaughn, Monnie T.	Pvt.	Aug. 2nd, 1918	Evacuated, Oct. 9th, 1918
Vaughn, Waymer E., Riverside, Tenn.	Wagoner	April 25th, 1918	
Vaught, Daniel M.	Pvt.	Oct. 16th, 1917	Transferred, Oct. 23rd, 1917
Wagoner, Ruben T., Boonville, N. C.	Wagoner	April 25th, 1918	
Wakefield, Charles, Bulls Gap, Tenn.	Pvt.	April 25th, 1918	
Wall, Robert E.	Pvt.	Oct. 16th, 1917	Transferred, Nov. 8th, 1917
Waltz, Joseph A., Lawrenceburg, Tenn.	Corp.	Oct. 14th, 1917	
Ward, Winfield A., Bulls Gap, Tenn.	Pvt.	Oct. 14th, 1917	
Ward, Willie D.	Pvt.	Oct. 16th, 1917	Transferred, April 26th, 1918
Wardlaw, Arthur L., Neetleton, Miss.	Pvt.	April 27th, 1918	
Ware, George P., Kings Mountain, N. C.	Corp.	Sept. 14th, 1917	
Warren, Carl G., Belmont, N. C.	Sgt.	Sept. 14th, 1917	
Weaver, James W., Green, Fla.	Pvt.	Oct. 16th, 1917	Evacuated, June 20th, 1918
Webb, Boby A., Nebo, N. C.	Corp.	Oct. 12th, 1917	
Wentz, Samuel J., Matthews, N. C.	Pvt., 1st Cl.	April 18th, 1917	
White, Thomas, Cliffside, N. C.	Pvt. 1st Cl.	Oct. 12th, 1917	
White, Oscar H., Vernan, Fla.	Pvt., 1st Cl.	April 25th, 1918	Evacuated, June 28th, 1918
White, Charles L., Chester, S. C.	Sgt.	Sept. 14th, 1917	
Whitehurst, Benj. F., Williamston, N. C.	Corp.	April 25th, 1918	
Whitlow, Howard, Winston-Salem, N. C.	Pvt.	Oct. 14th, 1917	Transferred, Dec. 28th, 1918
Whitlock, Charlie, Rankis Depot, Tenn.	Pvt.	Oct. 14th, 1917	
William, Julius, Belmont, N. C.	Pvt.	Sept. 14th, 1917	Discharged, Feb., 1918
Williams, Warden, Sevierville, Tenn.	Pvt.	Sept. 16th, 1917	
Willoughby, Lattie, Bladenboro, N. C.	Pvt.	Oct. 16th, 1917	
Wilson, Shug, Charlotte, N. C.	Pvt., 1st Cl.	Oct. 16th, 1917	
Winsett, Rily, Paris, Tenn.	Sgt.	Oct. 16th, 1917	
Worley, John S.	Pvt.	Oct. 14th, 1917	Dropped, Nov. 30th, 1917
Yates, Allen E.	Pvt.	Oct. 16th, 1917	Dropped, Jan. 29th, 1918
Yates, D. B.	Pvt.	Oct. 15th, 1917	Evacuated, June 20th, 1918

COMPANY E, 105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Murphey, George P., 3551 York Road, Philadelphia, Pa.	Captain	Nov. 10th, 1918	

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Sullivan, Willard P., #7 Arlington Apartment, N,orfolk Va.	Captain	Oct. 14th, 1917	Transferred to Headquarters Staff, Sept. 15th, 1918
Wooten, James G., Winston-Salem, N. C.	Captain	Sept. 12th, 1917	Transferred to 120th Infantry, Oct. 29th, 1917
Beck, Hampton S.	1st Lieut.	Sept. 12th, 1917	Transferred to 120th Infantry, Oct. 29th, 1917
Haywood	1st Lieut.	Dec. 12th, 1917	Detached Dec. 17, 1917
Kornfeld, Frederick H., 1236 South Loyd St., Louisville, Ky.	1st Lieut.	Nov. 13th, 1918	Transferred, Feb., 1919
Phillips, John M., Fair Haven, N. Y.	1st Lieut.	April 18th, 1918	
Roe, C. H.	1st Lieut.	Jan. 4th, 1918	Transferred, Jan. 21st, 1918
Waddill, Joseph D., Hampton Gardens	1st Lieut.	Dec. 9th, 1918	Jan. 2nd, 1919
Warfield, Francis B., Columbia, Tenn.	1st Lieut.	Oct. 6th, 1917	Transferred to Headquarters Staff, 105th Engineers, Oct. 15th, 1918
Williams, Robert M., Wilmington, N. C.	1st Lieut.	Nov. 29th, 1917	Transferred to Headquarters Staff, 105th Engineers, Nov., 1918
Bolby, Robert O., Camden, N. J.	2nd Lieut.	Sept. 30th, 1917	Transferred to Company A, 105th Eng., April 18th, 1918
Kestler, R. E.	2nd Lieut.	June 22nd, 1918	Transferred, July 14th, 1918
McDonald, Frederick H., 801 Virginia Ave., Gainesville, Fla.	2nd Lieut.	Nov. 1st, 1917	Wounded in action, Sept. 29th, 1918
McGreachy, Robert W., Care of Mrs. John Hickson, Cheraw, S. C.	2nd Lieut.	Dec. 24th, 1918	
Mitchell, James, Winston-Salem, N. C.	2nd Lieut.	Sept. 12th, 1917	Transferred to 120th Infantry, Oct. 29th, 1917
Paschalis, Edw. G.	2nd Lieut.	Oct. 14th, 1917	Transferred to 117th Infantry, Nov. 16th, 1917
Patton, Douglas J., Arrington, Tenn.	2nd Lieut.	April 21st, 1918	
Tucker, Harry S., 1301 Hillsboro St., Raleigh, N. C.	2nd Lieut.	Nov. 29th, 1917	Transferred to Headquarters Staff, 105th Engineers, Dec. 18th, 1917

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Absher, Dan. A., Morganton, N. C.	Corp.	Aug. 11th, 1915	
Adams, Joe K.	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion, Camp Sevier, May, 1918
Alexander, Amos H., Hickory, N. C.	Pvt.	May 15th, 1918	
Alverson, Zebulon	Pvt.	Oct. 23rd, 1917	Transferred to 35th Engineers, Mar. 20th, 1918
Anderson, Jess R.	Pvt.	July 25th, 1917	
Applewhite, William	Pvt.	Oct. 23rd, 1917	Discharged, Feb. 9th, 1918
Azmon, James A.	Pvt.	May 15th, 1915	Transferred to 41st Engineers, Jan. 29th, 1918
Bahner, Harry A.	Pvt.	April 24th, 1918	
Ball, Wilton W.	Pvt.	July 26th, 1917	Transferred to Company A, 120th Infantry, Jan. 22nd, 1918
Barnes, Howard	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion Camp Sevier, May 16th, 1918
Baskin, Richard C.	Pvt.	Oct. 23rd, 1917	
Bellinger, Lucius	Pvt.	Oct. 23rd, 1917	Dropped Oct. 7th, 1918, wounded in action Sept. 29th, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Bennett, Robert A.	Pvt.	Oct. 18th, 1917	Wounded Sept. 29th, 1918 and Oct. 18th, 1918, dropped Oct. 29th, 1918
Benson, Gerhard, Care of John Weber, Perham, Minn.	Pvt.	Dec. 9th, 1918	
Bianka, Edward E., 520 Morrell St., Detroit, Mich.	Pvt.	July 24th, 1918	
Bigelow, Maroni	Pvt.	June 30th, 1918	Dropped, Oct. 7th, 1918, wounded in action Sept. 29th, 1918
Bishop, Furman L., Route #8, Box 18, Harley Route, S. C.	Pvt.	May 16th, 1918	
Black, Ural A., Mount Holly, N. C.	Sgt.	Oct. 23rd, 1918	
Blackburn, Randolph	Pvt.	April 16th, 1918	July 25th, 1918, Evacuated—Sick
Blanton, Sankey L., Ellenboro, N. C.	Sgt.	Nov. 30th, 1917	
Bloom, Robert	Pvt.	Oct. 23rd, 1917	Transferred to Base Hospital, Camp Sevier, May 16th, 1918
Blunk, Roy E., 112 Monarch St., Toledo, Ohio	Pvt.	Dec. 9th, 1918	
Bobbitt, Eugene H., Winston-Salem, N. C.	Bugler	June 23rd, 1916	
Bolin, Claud W., 1116 East 7th St., Winston-Salem, N. C.	Pvt.	Aug. 22nd, 1917	
Bolla, James, 597 Solvay Ave., Detroit, Mich.	Corp.	July 24th, 1918	
Bowers, Charles E.	Pvt.	Oct. 23rd, 1917	Died in Base Hospital, Camp Sevier, Nov. 25th, 1917
Branch, Thomas E.	Pvt.	July 25th, 1917	Discharged April 18th, 1918
Brawley, William N.	Pvt.	June 11th, 1916	Dropped, Oct. 7th, 1918, wounded in action Sept. 29th, 1918
Brewer, Clarence P., 460 South Liberty St., Winston-Salem, N. C.	Pvt.	June 5th, 1917	
Brown, John W.	Pvt.	Oct. 23rd, 1917	Dropped, Feb. 15th, 1918
Buckner, Samuel E.	Sgt.	Oct. 23rd, 1917	Dropped Oct. 29th, 1918, wounded in action Oct. 18th, 1918
Bunnell, Joe, 251 West Trade St., Charlotte, N. C.	Pvt.	Oct. 31st, 1918	
Burris, Lawson F., Route 6, Albemarle, N. C.	Pvt.	Oct. 23rd, 1917	
Butler, James C.	Pvt.	Oct. 23rd, 1917	Transferred to Base Hospital, Camp Sevier, May 16th, 1918,
Byrd, Joe, Midway St., Lancaster, S. C.	Wagoner	Oct. 23rd, 1917	
Carter, John H., 156 Green St., Winston-Salem, N. C.	Pvt.	Sept. 1st, 1917	
Carroll, Raymond	Pvt.	April 30th, 1917	Discharged, April 24th, 1917
Caruso, Tony, 430 E. 11th St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Cauthen, Will[illegible], [illegible]caster, S. C.	Pvt.	Oct. 23rd, 1917	Died, Base Hospital, Camp Sevier, Nov. 26th, 1917
Chambers, Arlet, Winona, Tenn.	Pvt.	Oct. 2nd, 1917	
Chandler, Seborn, 1011 Shuttle St., Winston-Salem, N. C.	Pvt.	April 30th, 1917	
Cherry, Ralph, Callao, Mo.	Pvt.	April 19th, 1918	
Clinard, Joseph M.	Pvt.	June 12th, 1916	Transferred to Company F, 105th Engineers, May 16th, 1918
Cobb, Paul R., Hodges, S. C.	Stable Sgt.	Oct. 23rd, 1917	
Cole, Roderick B., Jonesboro, N. C.	Pvt.	Oct. 23rd, 1917	
Coleman, Charles B., Travellers Rest, S. C.	Cook	Oct. 23rd, 1917	Transferred to C. C. S. Hospital, influenza, died Nov. 2nd, 1918
Coleman, Linnie, Route 1, Sattman, Miss.	Pvt.	Dec. 5th, 1918	



GINEERS, 30th DIVISION



COMPANY I, 306TH INFANTRY, 77TH DIVISION, CAMP JACKSON, S. C.

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Comer, Earl, Grantsburg, Ill.	Pvt.	Mar. 29th, 1918	
Conery, Verney V., Maquota, Iowa	Pvt.	Dec. 9th, 1918	
Connor, Ronald E., Midway St., Lancaster, S. C.	Cook	Oct. 23rd, 1917	
Cook, John O.	Pvt.	April 23rd, 1917	Transferred to Company F, 105th Engineers, Nov. 1st, 1917
Cooper, Daniel R.	Pvt.	Oct. 23rd, 1917	Dropped, Feb. 4th, 1918
Copeland, John G., Eberhardt, S. C.	Sgt.	Oct. 23rd, 1917	
Crater, James R.	Pvt.	June 13th, 1917	Transferred to Company B, 105th Engineers, Nov. 23rd, 1917
Crater, Conrad	Pvt.	July 5th, 1917	Discharged Jan. 23rd, 1918
Crawford, Buby, Morganton, Ga.	Pvt.	Dec. 5th, 1918	
Creech, Arthur, Route #2, Kenly, N. C.	Corp.	Oct. 23rd, 1917	
Creekmore, Edward, Pine Knot, Ky.	Pvt.	Dec. 5th, 1918	
Creekmore, Berdell, Pine Knot, Ky.	Pvt.	Dec. 5th, 1918	
Creemeen, Truman, Route 3, Plattsburg, Miss.	Pvt.	Dec. 5th, 1918	
Cresenzo, Delfino, 2953 Rockaway Boulevard, Brooklyn, N. Y.	Pvt.	Dec. 5th, 1918	
Cromer, John, Chicotha, Okla.	Pvt.	Dec. 5th, 1918	
Cropp, Clyde O., Bridgeport, W. Va.	Pvt.	Dec. 5th, 1918	
Crosby, Raymond E.	Pvt.	Oct. 23rd, 1917	Dropped, Mar. 6th, 1918
Crosley, LeLand W., General P. O., Hamilton, Ill.	Pvt.	Dec. 5th, 1918	
Crouse, Foster W., Winston-Salem, N. C.	Corp.	June 19th, 1916	
Crumpton, Frank C.	Pvt.	Oct. 23rd, 1917	Transferred to 113th Field Artillery, Nov. 5th, 1917
Cruz, Max, Trantas, N. M.	Pvt.	Dec. 5th, 1918	
Cummongs, Alvin, Route #1, Alto, Tex.	Pvt.	Dec. 5th, 1918	
Cunningham, Frank C., Route #3, Greenville, S. C.	Pvt.	Oct. 23rd, 1917	
Curtis, Elwood, Lexington, N. C.	Pvt.	July 2nd, 1917	
Dallas, Henry G.	Pvt.	Oct. 23rd, 1917	Transferred to Headquarters Company, 120th Infantry, April 2nd, 1918
Damico, Peter, 415 E. 18th St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Darrock, Duncan G.	Pvt.	Oct. 23rd, 1917	Discharged, Mar. 13th, 1918
Davidson, James P., Route #4, Duncan, Okla.	Pvt.	Dec. 5th, 1918	
Davidson, Jesse E., Elma, Ark.	Pvt.	Dec. 5th, 1918	
Davies, Monroe, Hoxie, Ark.	Pvt.	Dec. 5th, 1918	
Davis, Adron C., Fern, Ark.	Pvt.	Dec. 5th, 1918	
Davis, Ephram W., Route #3, Athens, Ala.	Pvt.	Dec. 5th, 1918	
Davis, Ona D., Ravender, Ark.	Pvt.	Dec. 5th, 1918	
Davis, William H., 451 S. Liberty St., Winston-Salem, N. C.	Corp.	April 2nd, 1917	
Dedeaux, Artis E., Perkinson, Miss.	Pvt.	Dec. 5th, 1918	
Dednam, George S.	Pvt.	Oct. 23rd, 1917	Dropped, Oct. 7th, 1918, wounded Sept. 29th, 1918
Dees, Honey W., Route #1, Elmodale, Ga.	Pvt.	Dec. 5th, 1918	
Delong, Howard E., Lafontinier, Kan.	Pvt.	Dec. 15th, 1918	
Demskay, Andrew, 142 Steven St., Ridgewood, L. I., N. Y.	Pvt.	Dec. 5th, 1918	
Dennison, Cleveland L., Montzuma, Ga.	Pvt.	Dec. 5th, 1918	
Denson, Joseph D., Route #2, Holly Spring, N. C.	Pvt.	Oct. 23rd, 1917	
Denton, Clarence F., Gastonia, N. C.	Pvt.	Aug. 11th, 1916	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Denton, Horace H., Morganton, N. C.	Sgt.	Aug. 11th, 1916	
De Palma, James J., 4695 Lake Ave., Rochester, N. Y.	Pvt.	Dec. 5th, 1918	
Derrick, Loyd B.	Pvt.	Oct. 23rd, 1917	Discharged April 8th, 1918
Derrick, Milledge, Jr.	Pvt.	Oct. 23rd, 1917	Transferred to 105th Military Police, April 8th, 1918
Dietel, Frederick, Hawkeye, Iowa	Pvt.	Dec. 5th, 1918	
Drawdy, Nathan	Pvt.	Oct. 23rd, 1917	Transferred to Company F, 105th Engineers, Nov. 1st, 1917
Drier, Ambrose	Pvt.	April 19th, 1918	Transferred to 105th Engineer Train, May 16th, 1917
Dunbar, Caswell	Pvt.	Oct. 23rd, 1917	Discharged Dec. 18th, 1917
Duren, Hall O., Lancaster, S. C.	Corp.	Oct. 23rd, 1917	
Durham, Fred., 425 10th St., Winston-Salem, N. C.	Pvt.	June 4th, 1917	
Earp, George, Route 1, Selma, N. C.	Pvt.	Mar. 23rd, 1918	
Elliott, Benjamin R., Monon, N. C.	Pvt.	Nov. 15th, 1917	
Elliott, John H.	Pvt.	Oct. 23rd, 1917	Died Base Hospital, Nov. 27th, 1917
Estep, Burn C., 613 Mulberry St., Winston-Salem, N. C.	Corp.	July 21st, 1917	
Etheridge, Willie A., 3515 Woodland Ave., Winston-Salem, N. C.	Pvt.	June 4th, 1917	
Faircloth, Blumen E., Route #1, Huntley, N.C.	Pvt.	Oct. 23rd, 1917	
Faircloth, Dewey M., 301 S. Spruce St., Winston-Salem, N. C.	Pvt.	Sept. 1st, 1917	
Fearington, Monroe	Pvt.	June 4th, 1917	Transferred to Base Hospital, Camp Sevier, May 6th, 1918
Flincham, James W.	Pvt.	June 5th, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1917
Forte, Harley E., 2018 W. 19th St., Little Rock, Ark.	Pvt.	Dec. 9th, 1918	
Foschee, Fred M.	Pvt.	April 19th, 1918	Transferred to Base Hospital, Hoboken, N. J., May 16th, 1918
Fragner, Albert G., 402 W. 6th St., Monroe, Mich.	Pvt.	Dec. 9th, 1918	
Francikavich, John, 142 Seborn St., Hammond, Ind.	Pvt.	Dec. 9th, 1918	
Fulp, Matt	Pvt.	June 5th, 1917	Discharged, Jan. 4th, 1918
Funderburk, Furman C.	Bugler	Oct. 23rd, 1917	Transferred to Hospital, July 8th, 1918
Gamble, Claud O.	Pvt.	Oct. 23rd, 1917	Transferred to Headquarters Company, 105th Engineers, Dec. 20th, 1918
Gamble, Leslie H., Huntington, Ind.	Pvt.	April 16th, 1918	
Gay, George, Route #1, Seaboard, N. C.	Pvt.	May 19th, 1918	
Gianakakos, Peter J., 2144 S. Holsted St., Chicago, Ill.	Pvt.	June 30th, 1918	
Gray, Ozey G.	Pvt.	Mar. 5th, 1917	Transferred to Company F, 105th Engineers, Nov. 1st, 1917
Green, James A., Dunlap, Tenn.	Corp.	Oct. 20th, 1917	
Green, Luther A., Route #2, Whitaker, N. C.	Pvt.	May 3rd, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Gregory, Ralph A.	Sgt.	Oct. 23rd, 1917	Transferred to Army Candidate School, 83rd Division, Nov. 16th, 1918
Gritton, Finley V.	Pvt.	April 16th, 1918	Transferred to 105th Engineer Train, May 16th, 1918
Grubbs, Gray W.	Pvt.	Mar. 5th, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1918
Gurganus, Vivian R.	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1918
Gunter, Colon J., 346 McAdoo Ave., Greensboro, N. C.	1st Sgt.	June 21st, 1916	
Hallman, Edward O., Lancaster, S. C.	Cook	Oct. 23rd, 1917	
Hamby, Ernest G., 823 Liberty St., Winston-Salem, N. C.	Pvt.	June 5th, 1917	
Hamlet, Finley, Hunster, Ala.	Pvt.	Dec. 9th, 1918	
Hamrick, Clifton B., Route #3, Shelby, N. C.	Pvt.	Oct. 23rd, 1917	
Hardeleck, Clarence, 1201 South St., Elwood, Ind.	Pvt.	July 24th, 1918	
Hardister, Sam G., Winston-Salem, N. C.	Sgt., 1st Cl.	June 22nd, 1915	
Harris, John C.	Pvt.	Oct. 23rd, 1917	Transferred to Motor Mechanics Regiment, Jan. 29th, 1918
Harris, Joseph J., Bunn, N. C.	Pvt.	April 26th, 1918	
Harrison, Alfred, P. O. Box 2, Riverton, Ill.	Corp.	Mar. 29th, 1918	
Harrison, Percy R.	Pvt.	July 28th, 1917	Transferred to Company F, 120th Infantry, Mar. 20th, 1918
Harton, Ralph E., Forest City, N. C.	Pvt.	Oct. 23rd, 1917	
Haste, George, Route #3, Box 30, Edenton, N. C.	Pvt.	Oct. 23rd, 1917	
Heddy, William A., Sylvia, N. C.	Pvt.	April 9th, 1918	
Hedgecock, Jehu V.	Pvt.	Oct. 30th, 1914	Transferred to Company F., 105th Engineers, May 13th, 1918
Hartzog, Donald C.	Pvt.	July 17th, 1916	Transferred to Headquarters Company, 105th Engineers, April 3rd, 1918
Hester, William P., Belews Creek, N. C.	Pvt.	July 12th, 1917	
Hickman, Doc.	Pvt.	Oct. 23rd, 1917	Discharged, Feb. 9th, 1918
Hicks, Ed., Walnut Cove, N. C.	Pvt.	Oct. 23rd, 1917	
Hiott, Hugh A., Route #4, Easley, S. C.	Wagoner	Oct. 23rd, 1917	
Holder, Luther E.	Sgt.	April 14th, 1917	Dropped Oct. 7th, 1918, gassed Oct. 29th, 1918
Holland, Forest P.	Pvt.	Oct. 23rd, 1917	Dropped Oct. 7, 1918, wounded Sept. 29th, 1918
Holshouser, Harvey C., Rockwell, N. C.	Sgt., 1st Cl.	Oct. 23rd, 1917	
Holt, Willie E.	Pvt.	May 25th, 1917	Transferred to Company B, 105th Engineers, Oct. 23rd, 1918
Hopkins, John W., Richfield, N. C.	Pvt.	May 11th, 1918	
Horn, Lester W.	Pvt.	June 5th, 1917	Transferred to Company F, 105th Engineers, Nov. 1st, 1917
Hough, Stephen F.	Sgt.	July 20th, 1918	Dropped Nov. 1st, 1918, influenza
Huber, Harry W., Perryville, Mo.	Sgt.	April 9th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Huffman, Roy, 523 Devonshire St., Winston-Salem, N. C.	Pvt.	June 5th, 1917	
Huggins, Caswell	Pvt.	Oct. 23rd, 1917	Dropped Oct. 25th, 1918, wounded Sept. 29th, 1918
Huggins, Corbette	Pvt.	Oct. 23rd, 1917	Transferred to 2nd Company Military Police, Jan. 29th, 1918
Hughes, Blain, Relief, N. C.	Pvt.	Oct. 23rd, 1917	Transferred to Company D, Oct. 10th, 1918
Hughes, Clarence I., Route #1, Bamberg, S. C.	Pvt.	Oct. 23rd, 1917	
Huneycutt, Robert G., Route #4, Waxhaw, N. C.	Pvt.	May 11th, 1918	
Hunter, Claud	Corp.	April 16th, 1918	Evacuated Aug. 12th, 1918
Idol, Charles B., Winston-Salem, N. C.	Sgt.	April 1st, 1915	
Ingram, Ivey	Corp.	June 17th, 1916	Transferred to Company F, 120th Infantry, Mar. 20th, 1918
Inscoe, James I.	Pvt.	Sept. 18th, 1917	Died in Base Hospital, Camp Sevier, Nov. 28th, 1917
Irwin, Ray, 1402 West C St., Joplin, N. C.	Pvt.	April 10th, 1918	
Jackson, George B.	Sgt.	Oct. 20th, 1917	Transferred to Motor Mechanics Regiment, Jan. 29th, 1918
Jarvis, John, 338 Branch St., Winston-Salem,	Corp.	June 5th, 1917	
Jefferson, Earlie	Pvt.	July 27th, 1917	Transferred to 105th Engineer Train, May 11th, 1917
Jennings, Phillip	Corp.	Oct. 23rd, 1917	Died Oct. 31st, 1918, hospital, influenza
Jessup, James G.	Cook	June 12th, 1916	Transferred to Motor Mechanics Regiment, Jan. 29th, 1918
Johnson, David A., 227 Rockford St., Mt. Airy, N. C.	Pvt.	July 30th, 1917	
Johnson, Lawrence P., Route #2, Wilsons Mills, N. C.	Pvt.	Oct. 23rd, 1917	
Johnson, Paul	Pvt.	June 5th, 1917	Discharged, Nov. 2nd, 1917
Johnson, Shields	Corp.	Oct. 23rd, 1917	Dropped Oct. 29th, 1918, wounded Oct. 18th, 1918
Johnson, Troy F.	Pvt., 1st Cl.	Sept. 20th, 1917	Killed in action, Sept. 29th, 1918
Jones, Charles F., 365 Midway St., Lancaster, S. C.	Pvt.	Oct. 23rd, 1917	
Jones, David W.	Pvt.	Mar. 29th, 1918	Discharged, April 22nd, 1918
Jones, Waldo E., Route #3, Easley, S. C.	Cook	Oct. 23rd, 1917	
Julian, Carl S., Box 304, Salisbury, N. C.	Pvt.	Oct. 23rd, 1917	
Karvellis, Tollis, Denethas, Greece	Pvt.	Mar. 29th, 1918	
Kay, Handy W., 403 Fair St., Anderson, S. C.	Pvt.	Oct. 23rd, 1917	
Keen, Henry B.	Pvt.	Oct. 23rd, 1917	Dropped Oct. 29th, 1918, wounded Sept. 29th, 1918
Keever, Victor V.	Pvt.	Oct. 9th, 1917	Discharged, Oct. 28th, 1917
Keller, Clarence G., 231 Church St., Easton, Pa.	Corp.	Dec. 9th, 1918	
Kiger, Claud C.	Pvt.	Mar. 26th, 1917	Discharged, Dec. 18th, 1917
Kiger, Herbert B., 923 N. Liberty St., Winston-Salem, N. C.	Pvt.	June 21st, 1916	
Kitchens, James C.	Pvt.	Oct. 23rd, 1917	Transferred to 35th Engineers, Mar. 10th, 1918
Klem, George	Pvt.	Oct. 4th, 1917	Killed in action, Oct. 18th, 1918
Knott, Robert L., Winston-Salem, N. C.	1st Sgt.	June 23rd, 1916	Transferred to Headquarters Company, 120th Infantry, Nov. 21st, 1917

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Knouse, Arthur L.	Pvt.	Aug. 22nd, 1917	Transferred to Provisional Battalion, May 16th, 1918
Knowles, Henderson P.	Pvt.	June 24th, 1916	Dropped Oct. 7th, 1918, wounded Sept. 29, 1918
Koontz, Arthur L.	Pvt.	Oct. 22nd, 1917	Dropped, Mar. 25th, 1918
Kreisher, Orval G., 707 Fort Wayne Ave., Indianapolis, Ind.	Corp.	April 16th, 1918	
Laing, Charles, 116 S. 4th St., Springfield, Ill.	Pvt.	April 29th, 1918	
Landingham, Cary, 1017 White St., Winston-Salem, N. C.	Pvt.	Mar. 28th, 1917	
Langford, Henry C., Brunson, S. C.	Pvt.	Oct. 23rd, 1917	
Lawton, John G.	Pvt.	Oct. 23rd, 1917	Transferred to C. C. S. Hospital, Nov. 30th, 1918
Lee, Arthur	Pvt.	July 14th, 1917	Discharged, Jan. 17th, 1918
Lentz, C. G.	Pvt.	May 18th, 1918	Died of broncho-pneumonia, Oct. 29th, 1918
Lewellyn, Thomas H., 640 Devonshire St., Winston-Salem, N. C.	Corp.	Aug. 26th, 1916	
Lindsay, Carl W., Taylor, S. C.	Pvt.	Oct. 23rd, 1917	
Lineback, Warren P.	Pvt.	July 24th, 1917	Transferred to Company F, 105th Engineers, Nov. 11th, 1917
Linville, John O.	Pvt.	Sept. 4th, 1917	Discharged, Feb. 9th, 1918
Long, Benjamin H., Hanging Rock, Ohio	Pvt.	Dec. 5th, 1918	
Long, Charles Y.	Pvt.	July 20th, 1916	Transferred to Base Hospital, Camp Sevier, S. C., May 16th, 1917
Long, Cornie G., Star Route, Dunlap, Tenn.	Pvt.	Oct. 10th, 1917	
Lough, John T., P. O. Box 244, Farmington, W. Va.	Pvt.	Dec. 5th, 1918	
Lewis, Noah	Pvt.	Oct. 23rd, 1917	Discharged, Dec. 18th, 1917
Love, Russell R., King, N. C.	Pvt.	Oct. 23rd, 1917	
Lowery, Charlie C., Route #1, Pulkton, N. C.	Pvt.	May 11th, 1918	
Lowery, Thomas C.	Pvt.	Oct. 19th, 1914	Transferred to Company F, 120th Infantry, Mar. 7th, 1918
Loyd, George W., Besars, Mo.	Pvt.	April 19th, 1918	
Lugini, Angelo, Sergi Berui, Italy	Pvt.	Dec. 5th, 1918	
Lumley, Earlie I., 1006 Apple St., Winston-Salem, N. C.	Pvt.	May 13th, 1918	
Lute, John, East 10th St., Michigan City, Ind.	Corp.	April 16th, 1918	
Lutz, Benjamin H., Route #3, Box 48, Brazil, Ind.	Pvt.	June 24th, 1918	
Lutz, Henry A., Sullivan, Ind.	Pvt.	Dec. 5th, 1918	
Lynch, Millford	Pvt.	Oct. 23rd, 1917	Dropped, April 16th, 1918
Lyon, William E.	Pvt.	April 19th, 1918	Transferred to 105th Engineer Band, July 20th, 1918
Mahler, Frank N., Route #4, Box 111, Cullmen, Ala.	Pvt.	Dec. 5th, 1918	
Mahoney, Marshall	Pvt.	Sept. 3rd, 1917	Transferred to C. C. S. Hospital, Oct. 29th, 1918, influenza
Malcalm, Momsell, Phillipi, W. Va.	Pvt.	Dec. 5th, 1918	
Malesieski, Joseph, Woodhaven Avenue, Elmhurst, N. Y.	Pvt.	Dec. 5th, 1918	
Maranville, Charles A.	Pvt.	Jun. 26th, 1916	Transferred to C. C. S. Hospital, wounded in action Sept. 29th, 1918 and Oct. 18th, 1918
Marcell, Charles, 73 James St., Newark, N. J.	Pvt.	Dec. 5th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Markwalter, Frederick W., 1825 Walton Way, Augusta, Ga.	Pvt.	Oct. 23rd, 1917	
Marrion, Wade S.	Pvt.	July 5th, 1917	Transferred Provisional Battalion, Camp Sevier, May 16th, 1918
Marshall, Dewey W., 2400 Dearborn St., Chicago, Ill.	Pvt.	June 9th, 1917	
Marshall, Frank, Mount Airy, N. C.	Pvt.	June 5th, 1917	
Martin, Winfrey T., Graham, N. C.	Pvt.	Mar. 23rd, 1918	
Mazzarra, Pietro, Vito Provincia, Trapania, Italy	Pvt.	Dec. 5th, 1918	
McCormick, Howard, 613 East 11th St., Winston-Salem, N. C.	Pvt.	July 25th, 1917	
McDaniel, Joe H.	Pvt., 1st Cl.	June 22nd, 1916	Died, Nov., 1918 (influenza)
McDonald, Charles H., 4th St., Bessemer, Ala.	Pvt.	May 11th, 1918	
McDonald, Frederick H.	Pvt.	Oct. 23rd, 1917	Discharged to Accept Commission, Nov. 1st, 1917
McGirr, Oliver L., 463 Diamond Ave., Woodhaven, L. I., N. Y.	Pvt.	Dec. 5th, 1918	
McGuire, Austin J., 25 South Norman Ave., Chicago, Ill.	Pvt.	June 24th, 1918	
McIntyre, Leo, Bellwood, N. C.	Sgt.	May 11th, 1918	
McKenna, William R., Denmark, S. C.	Pvt.	Oct. 23rd, 1917	
McMahan, Henry G.	Corp.	Oct. 23rd, 1917	Dropped, Oct. 7th, 1918, wounded Sept. 29th, 1918
McMickle, Percy E.	Pvt.	June 5th, 1917	Transferred to Headquarters Company, 105th Engineers, April 9th, 1918
McNabb, James R.	Corp.	Mar. 13th, 1918	Transferred to Army Candidate School, Oct. 2nd, 1918
McSweeney, William M., Hampton, S. C.	Sgt.	Oct. 23rd, 1917	
Meador, Lonnie D., Route #1, Charleston, Mo.	Corp.	April 19th, 1918	
Meserole, Joseph, 2 Rollans, South Ozone Park, Long Island, N. Y.	Pvt.	Dec. 5th, 1918	
Miled, Hiram W., 502 Bridge St., Huntington, W. Va.	Pvt.	Dec. 5th, 1918	
Miles, James W., Route #2, Blenham, S. C.	Pvt.	Oct. 23rd, 1917	
Miles, John H., Bluefield, W. Va.	Pvt.	Dec. 5th, 1918	
Miley, Frank B., Brunson, S. C.	Corp.	Oct. 23rd, 1918	
Mitchell, Edwin F., Burlington, N. C.	Pvt.	Oct. 23rd, 1917	
Mixon, Dock C., Cummings, S. C.	Corp.	Oct. 23rd, 1917	
Moffitt, Joseph, 303 College St., Morganton, N. C.	Pvt.	Sept. 3rd, 1917	
Mooney, Preston	Pvt.	Oct. 23rd, 1917	Transferred to 464 Pontoon Train, Jan. 29th, 1918
Moore, Jerome	Pvt.	Aug. 3rd, 1917	Dropped, Nov. 19th, 1917
Moore, Ralph H., 1245 Garratt St., Florence, S. C.	Sgt.	Oct. 23rd, 1917	
Moore, Robert S., Grand, Okla.	Pvt.	Dec. 5th, 1918	
Morgan, Doctor C., Norwood, N. C.	Pvt.	Oct. 23rd, 1917	
Morgan, John	Pvt.	Oct. 10th, 1917	Discharged, Dec. 27th, 1917
Morgan, William L., 1810 Gallis St., Portsmouth, Ohio	Pvt.	Dec. 5th, 1918	
Morris, Wade	Pvt.	May 11th, 1918	Transferred to B. H., Camp Mills, L. I., N. Y., June 21st, 1918
Mooser, Albert J., Rapid City, S. D.	Pvt.	Dec. 5th, 1918	
Moser, Will	Pvt.	June 23rd, 1917	Discharged, Dec. 5th, 1917

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Morton, Ben, Pine Hall, N. C.	Bugler	Aug. 29th, 1917	
Mull, Ransom B.	Pvt.	Aug. 11th, 1916	Transferred to Company F, 120th Infantry, Mar. 20th, 1918
Mullican, Enoch B., Clemons, N. C.	Pvt.	July 19th, 1916	
Mullican, Henry G.	Pvt.	July 28th, 1917	Transferred to Headquarters Company, 105th Engineers, Feb. 25th, 1918
Murray, Dennis E.	Pvt.	Mar. 29th, 1918	Discharged, April 29th, 1918
Murray, John B.	Corp.	May 11th, 1918	Transferred to C. C. S. Hospital, Oct. 18th, 1918. Wounded, Sept. 29th, 1918
Myers, Harvey W., Route #1, Hamptonville, N. C.	Pvt.	June 5th, 1917	
Neighbarger, James W., Route #1, Vannatta, Ohio	Pvt.	Dec. 5th, 1918	
Nettles, Henry B.	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion Corps, Camp Sevier, May 16th, 1918
Nichols, Claud R., 942 19th Street, Winston-Salem, N. C.	Sgt., 1st Cl.	June 21st, 1916	
Nichols, Lonnie	Pvt.	Oct. 23rd, 1917	Transferred to 35th Engineers, Mar. 20th, 1918
Nicholson, John C., No. Charlotte, N. C.	Pvt.	June 23rd, 1916	
Nobles, Bion W.	Pvt.	Aug. 22nd, 1917	
Oakley, William L., Benaja, N. C.	Pvt.	Oct. 23rd, 1917	
Odom, Clarence R., Route #1, Orlander, N. C.	Pvt.	May 11th, 1918	
Odom, William C., R. F. D. #1, Harrellsville, N. C.	Pvt.	May 11th, 1918	
Ogent, John, Clifton St., Philadelphia, Pa.	Pvt.	Dec. 5th, 1918	
O'Neal, Santford, Route #5, Wake Forest, N.C.	Corp.	Oct. 23rd, 1917	
Osborn, Bert, 489 Coplin Avenue	Pvt.	June 24th, 1917	
Paul, William G., 305 Chauney St., St. Charles, Mo.	Corp.	April 19th, 1918	
Peacock, Frank, Star, Miss.	Pvt.	Dec. 5th, 1918	
Perkins, Sidney L., Gastonia, N. C.	Pvt.	May 7th, 1918	
Perry, Richard, West Broadway, Willston, O.	Pvt.	Dec. 5th, 1918	
Perry, William C.	Pvt.	May 12th, 1917	Dropped Aug. 12th, 1918
Peter, Jimmy, 79 Christy, New York, N. Y.	Pvt.	Dec. 5th, 1918	
Peters, John R.	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1918
Petree, William R.	Pvt.	June 20th, 1916	Transferred to Headquarters, Company, 120th Infantry, Dec. 4th, 1917
Pettus, Walter C., Necola, S. C.	Corp.	Oct. 23rd, 1917	
Phillips, Lawrence E., 109 Poplar St., Winston-Salem, N. C.	Cook	June 5th, 1917	
Piccirillo, Arcangelo, 343 Maxwell Road, Schenectady, N. Y.	Pvt.	Dec. 5th, 1918	
Pitonzo, Onofirio, 96 E. Houston St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Plaster, Powell	Pvt.	June 5th, 1917	Dropped, Oct. 7th, 1918, wounded, Sept. 29th, 1918
Polk, Quillie E., Allenton, S. C.	Sgt., 1st Cl.	Oct. 23rd, 1917	
Pollock, John J., 255 Superior St., Detroit, Mich.	Pvt.	June 30th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Pond, Charles W., 106 Jefferson Ave., Moundsville, W. Va.	Pvt.	Dec. 5th, 1918	
Poplin, Pearson J., Route #1, Norwood, N. C.	Pvt.	May 11th, 1918	
Powers, George, High Cliff, Tenn.	Pvt.	Dec. 5th, 1918	
Pressley, James H.	Pvt.	Aug. 11th, 1916	Dropped, Oct. 7th, 1918, wounded, Sept. 29th, 1918
Prince, Charlie	Pvt.	Oct. 23rd, 1917	Transferred to Headquarters Company, 105th Engineers, April 3rd, 1918
Privette, Douglass, Route #1, Wadesboro, N. C.	Pvt.	Oct. 23rd, 1917	
Proto, Louis, 20 Cornelia St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Puckett, John A., Union Hall, Ky.	Pvt.	July 24th, 1918	
Pullkowiak, Anthony, 242 Clark St., Buffalo, N. Y.	Pvt.	Dec. 5th, 1918	
Putnam, Buel E.	Pvt.	Mar. 3rd, 1915	Transferred, Nov. 12th, 1918, to C. C. S. Hospital, influenza
Racket, Phillip, Nova Tranitseukoi, Siberia, Russia	Pvt.	Dec. 5th, 1918	
Radford, Joe	Pvt.	Mar. 29th, 1918	Dropped, Oct. 29th, 1918, gassed, Oct. 18th, 1918
Ramseur, Claud B., Newton, N. C.	Pvt.	May 16th, 1918	
Ray, Henry M., Bamberg, S. C.	Pvt.	Oct. 23rd, 1917	
Raymond, Arthur J., 3512 S. Spring St., St. Louis, Mo.	Pvt.	April 19th, 1918	
Reavis, Broad G., 408 13½ St., Winston-Salem, N. C.	Pvt.	July 5th, 1917	
Reavis, Holland, Route #1, Yadkinville, N. C.	Mess Sgt.	Nov. 14th, 1913	
Reavis, Isaac D.	Pvt.	July 23rd, 1917	Transferred to Provisional Battalion, May 16th, 1918
Reavis, Ules F., 4031 White St., Winston-Salem, N. C.	Corp.	April 23rd, 1917	
Reynolds, Lonnie D.	Pvt.	Oct. 1st, 1917	Discharged, April 18th, 1918
Richards, Norton, Route #3, Sylacauga, Ala.	Pvt.	April 26th, 1918	
Rinehart, Oric E., Route #5, Mannington, W. Va.	Pvt.	Dec. 5th, 1918	
Riser, Harry A.	Sgt.	Oct. 23rd, 1917	Discharged to accept Commission, July 19th, 1918
Roberson, James C., Route #2, Forest City,	Pvt.	April 30th, 1918	
Roberson, Joe W., Route #7, Winston-Salem, N. C.	Pvt.	July 24th, 1917	
Roberson, Van, Route #3, Winston-Salem, N. C.	Pvt.	July 24th, 1917	
Roby, John, Scranton, Pa.	Pvt.	Dec. 5th, 1918	
Rogers, Charles H., 125½ N. 6th St., Springfield, Ill.	Corp.	Mar. 29th, 1918	
Rogers, William P., Route #3, Lillington, N. C.	Pvt.	Oct. 23rd, 1917	
Rollins, Ernest, 3265 Graham St., Charlotte, N. C.	Pvt.	May 15th, 1916	
Romahowski, John J., 963 Dubois St., Detroit, Mich.	Pvt.	June 30th, 1918	
Rosen, Joseph D., Pasloochena Grovensky, Gulrine, Russia	Pvt.	April 19th, 1918	
Rowland, Ham, Marble, N. C.	Pvt.	Oct. 10th, 1917	
Rowles, Clyde E., 226 Woodland Ave., Bacyrus, O.	Pvt.	Dec. 5th, 1918	
Roy, Harve, Tracy, Mo.	Pvt.	Dec. 5th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Rumph, George A., 49 Carolina St., Charleston, S. C.	Corp.	May 11th, 1918	
Russell, Grover Y., Winston-Salem, N. C.	Sgt., 1st Cl.	Jan. 11th, 1915	
Russell, John F.	Pvt.	July 17th, 1916	Transferred to Company F, 120th Infantry, Mar. 22nd, 1918
Rutledge, Galloa, Greenville, S. C.	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1918
Saferight, Jesse M.	Pvt.	June 20th, 1916	Transferred to Company F, 105th Engineers, Nov. 1st, 1917
Salter, Elwaren	Pvt.	Oct. 23rd, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1918
Sanders, Richard C., Route #2, Juliette, Ga.	Pvt.	Dec. 5th, 1918	
Sapp, Oliver C., Route #2, Winston-Salem, N. C.	Corp.	Oct. 23rd, 1917	
Sattler, Frank W., 1882 Cornelia St., Brooklyn, N. Y.	Pvt.	Dec. 5th, 1918	
Savage, Charles H., Route #2, Pikeville, N. C.	Pvt.	Oct. 23rd, 1917	
Savage, Graham L.	Pvt.	Oct. 23rd, 1917	Transferred to C. C. S. Hospital, Oct. 29th, 1918
Savin, Frank, 120 Nichols St., Corona, N. Y.	Pvt.	Dec. 5th, 1918	
Sawyer, Thomas A., Route #2, Edenton, N. C.	Pvt.	Oct. 23rd, 1917	
Schwendam, Frank E., Route #1, Waterford, O.	Pvt.	Dec. 5th, 1918	
Scott, Charles F., Cole Creek, Tenn.	Wagoner	Oct. 10th, 1917	
Scott, Hobart, Meadows of Dam, Va.	Pvt.	July 24th, 1918	
Scott, James M.	Pvt.	April 10th, 1917	Transferred to Base Hospital, Camp Sevier, May 16th, 1918
Searls, Norman S., Hurricane, W. Va.	Pvt.	July 24th, 1918	
Seibelli, Eugene, 155 South St., Jamaica, L. I. N. Y.	Pvt.	Dec. 5th, 1918	Dropped, Jan., 1919
Sharpe, Daniel R.	Pvt.	Oct. 23rd, 1917	Transferred to 35th Engineers, Mar. 10th, 1918
Shepperd, Charles W., Ansonville, N. C.	Sgt.	Oct. 23rd, 1917	
Shipley, Frederick M., 715 Devonshire St., Winston-Salem, N. C.	Corp.	July 23rd, 1917	
Shouse, Jesse J., Winston-Salem, N. C.	Corp.	June 22nd, 1916	
Silver, Milton W., Johnstown, Pa.	Sgt.	July 9th, 1917	
Simmons, Herbert, 6th St., Greer, S. C.	Pvt.	Oct. 23rd, 1918	
Slatton, Richard J., Route #2, Greenville, S. C.	Pvt.	Oct. 23rd, 1917	
Slone, Robert E., Slyvia, W. Va.	Pvt.	Oct. 23rd, 1918	
Slown, Cyril L.	Pvt.	April 20th, 1918	Dropped, Oct. 18th, 1918, wounded, Sept. 29th, 1918
Smith, Arthur G., 122 Spring St., Winston-Salem, N. C.	Sgt.	April 3rd, 1918	
Smith, Henry H., Forest City, N. C.	Pvt.	May 11th, 1918	
Smith, Herman A., Logan, Ia.	Sgt., 1st Cl.	Oct. 27th, 1918	
Smith, John T., Gaviv Rock, Ill.	Pvt.	April 6th, 1918	
Snyder, Frank E., 646 Center St., Finley, O.	Pvt.	Dec. 5th, 1918	
Solomon, Rufus C., 54 Broad St., Winston-Salem, N. C.	Sgt.	June 19th, 1916	
Souther, Morgan D., Route #1, Griswoldville, Ga.	Pvt.	Dec. 5th, 1918	
Spainhour, Charles E.	Sgt., 1st Cl.	June 23rd, 1916	Transferred to S. C. S. Hospital, Nov. 12th, 1918, influenza

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Spencer, Claud	Pvt.	Oct. 23rd, 1917	Transferred to 120th Ambulance Company, Nov. 13th, 1917
Spivy, Dallas C., Route #1, Taylor, N. C.	Pvt.	Oct. 23rd, 1917	
Stanley, Eugene	Pvt.	Oct. 23rd, 1917	Transferred to 105th Military Police, Feb. 20th, 1918
Stephens, Arthur L., 432 Adams St., Gary, Ind.	Pvt.	April 16th, 1918	
Stiffler, Lloyd, Bradner, O.	Pvt.	Dec. 5th, 1918	
Stone, William A., Route #1, Estell, S. C.	Pvt.	Oct. 23th, 1917	
Story, Isaac P., Route #1, Woodland, N. C.	Pvt.	April 1st, 1918	
Stroud, Eddie L., Statesville, N. C.	Corp.	May 11th, 1918	
Strunk, Harrison, Whitley City, Ky.	Pvt.	July 25th, 1918	
Stump, Dudley D., Route #3, Otway, O.	Pvt.	Dec. 5th, 1918	
Suedekum, Henry M.	Pvt.	April 19th, 1918	Dropped, Oct. 7th, 1918, wounded, Sept. 29th, 1918
Summey, Albert J.	Corp.	May 14th, 1918	Transferred to Headquarters, Company 105th Engineers, Oct. 23rd, 1918
Sykes, Paul S., Woodland, N. C.	Pvt.	May 11th, 1918	
Talbert, Carl B., Route #2, Box 1, Albemarle, N. C.	Pvt.	Oct. 23rd, 1917	
Talbert, Okey, 50 Main St., Richmond, Va.	Pvt.	July 24th, 1918	
Tagliavia, Vito, 137 Crystal St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Tate, Robert G.	Pvt.	June 4th, 1917	Killed in action, Sept. 29th, 1918
Taylor, Grady H.	Pvt.	Oct. 23rd, 1918	Transferred to Base Hospital, Camp Sevier, May 16th, 1918
Teabout, George, Hollysville, N. C.	Pvt.	May 11th, 1918	
Tedder, Henry D.	Pvt.	Oct. 23rd, 1917	Transferred to C. C. S. Hospital, Aug. 12th, 1918
Templeton, John D.	Pvt.	Oct. 23rd, 1917	Transferred to Headquarters Company, 105th Engineers, Nov. 1st, 1917
Tharpe, George E., Olin, N. C.	Pvt.	July 16th, 1918	
Thompson, Troy M., Route #2, Vineland, N. C.	Pvt.	Oct. 23rd, 1917	
Tilghman, Augustus, Route #1, Dover, N. C.	Pvt.	May 11th, 1918	
Tillman, Wallace, Clio, Ala.	Pvt.	May 11th, 1918	
Totaro, Charles V., 2931 Dayton St., St. Louis, Mo.	Pvt.	April 19th, 1918	
Trammall, Harold L., 1809 West Broad St., Rome, Ga.	Pvt.	Dec. 5th, 1918	
Traub, Nathan T.	Pvt.	Oct. 23rd, 1917	Transferred to Aviation Section, Oct. 20th, 1917
Tripp, Samuel, Star Route, LaGrange, N. C.	Pvt.	May 11th, 1916	
Truscello, Michale, 234 Elizabeth St., New York, N. Y.	Pvt.	Dec. 5th, 1918	
Tucker, Frank, Route #6, Macon, Ga.	Pvt.	Dec. 5th, 1918	
Turner, Kenley, Route #2, Lucama, N. C.	Pvt.	Oct. 23rd, 1917	
Turner, John E., Route #1, Stokesdale, N. C.	Sup. Sgt.	May 16th, 1916	
Tuten, John A.	Pvt.	Oct. 23rd, 1917	Transferred to Headquarters Company, 105th Engineers, Nov. 23rd, 1917
Tuttle, Levi H.	Sgt.	April 18th, 1918	Transferred to Medical Corps, N. A., May 2nd, 1918
Ulmer, Rush	Pvt.	Oct. 23rd, 1917	Transferred to Ordnance Shops, April 25th, 1918
Vaglienti, Paul, Moundsville, W. Va.	Pvt.	July 24th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Valle, Perry, Bliss, Mo.	Pvt.	April 9th, 1918	
Vanhoy, Nat W., Walkertown, N. C.	Corp.	June 21st, 1916	
Vaught, Clyde B., 108 13th Avenue West, Springfield, Tenn.	Pvt.	Oct. 10th, 1917	
Vendrick, Henry A., Bayboro, N. C.	Pvt.	May 16th, 1918	
Vickery, William C.	Pvt.	May 21st, 1918	Transferred to C. C. S. Hospital, Sept. 4th, 1918
Viahos, Theodore	Pvt.	Oct. 23rd, 1917	Transferred to Base Hospital, Camp Sevier, May 16th, 1918
Voss, Alex	Pvt.	June 5th, 1917	Transferred to Provisional Battalion, Camp Sevier, May 16th, 1918
Wagoner, Robert S., Walkertown, N. C.	Sgt.	April 13th, 1917	
Walden, Hurley D., Headland, Ala.	Pvt.	May 11th, 1918	
Waldron, Harold E.	Pvt.	May 16th, 1918	Dropped, Oct. 29th, 1918, wounded Oct. 18th, 1918, died Nov. 5th, 1918
Wall, Ellis W., 105 Woodland Ave., Winston-Salem, N. C.	Pvt.	June 5th, 1917	
Walker, Robert L.	Pvt.	July 23rd, 1917	Dropped, Oct. 7th, 1918, wounded Sept. 29th, 1918
Watkins, Harvey W.	Corp.	April 15th, 1916	Transferred to 105th Military Police, Mar. 2nd, 1918
Weant, Robert G., 308 English St., High Point, N. C.	Pvt.	May 11th, 1918	
Weatherman, Marvin F.	Pvt.	Feb. 19th, 1917	Transferred to Headquarters Company, 105th Engineers, Dec. 1st, 1917
Weaver, Curtis F.	Pvt.	June 20th, 1916	Transferred to Company B, 105th Engineers, Oct. 23rd, 1917
Webster, John R., Route #3, Siler, N. C.	Pvt.	July 20th, 1918	
Weeks, James G., Cedar Point, N. C.	Pvt.	Oct. 23rd, 1917	
Weller, Sam, Kingston, W. Va.	Pvt.	July 24th, 1918	
Wertz, Lavan L.	Pvt.	Oct. 23rd, 1917	Discharged, Mar. 6th, 1918
Whitfield, Charles M.	Pvt.	Sept. 1st, 1917	Transferred to Provisional Battalion, May 16th, 1918
Whitlow, Harry D., 218 East 19th St., Winston-Salem, N. C.	Corp.	Aug. 22nd, 1917	
Wiggins, James W., Williamston, N. C.	Wagoner	Oct. 23rd, 1917	
Wiggs, John P.	Pvt.	Oct. 23rd, 1917	Transferred to Base Hospital, Camp Sevier, May 16th, 1918
Williams, Allen T., 1209 Apple St., Winston-Salem, N. C.	Pvt.	April 23rd, 1917	
Williams, John J., Route #3, Mocksville, N. C.	Wagoner	Oct. 23rd, 1917	
Williams, Norman F., Route #1, Summerfield, N. C.	Wagoner	July 7th, 1917	
Williams, Wilbur P., Govan, S. C.	Corp.	Oct. 23rd, 1917	
Wilson, Bert	Pvt.	Mar. 24th, 1918	Discharged, April 19th, 1918
Wilson, Elbert E.	Corp.	June 27th, 1917	Transferred to Aviation Corps, May 16th, 1918
Wilson, Felix F., 1027 Patterson Ave., Winston-Salem, N. C.	Corp.	Feb. 9th, 1917	
Wilson, Lee, East 15th St., Winston-Salem, N. C.	Sgt.	June 5th, 1917	
Winkleman, Charles T., 4902 Alsace Ave., St. Louis, Mo.	Pvt.	April 19th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Winters, Nearse	Pvt.	June 5th, 1917	Transferred to Company A, 105th Engineers, Oct. 23rd, 1917
Woodard, Leaham	Pvt.	Oct. 23rd, 1917	Dropped Oct. 7th, 1918, wounded Sept. 29th, 1918
Woods, Charles H.	Corp.	April 19th, 1918	Killed in action, Sept. 29th, 1918
Woods, Homer, Ridgeland, S. C.	Corp.	Oct. 23rd, 1917	
Woods, William L., Varnville, S. C.	Pvt.	Oct. 23rd, 1917	
Woody, Charles H., 114 Chapel St., Petersburg, Va.	Pvt.	April 1st, 1918	
Wooten, Samuel F., Winston-Salem, N. C.	Corp.	June 12th, 1916	
Wolf, Charlie A., Siloam Springs, Ark.	Pvt.	May 19th, 1918	
Wright, Cub, Corner of 5th & Ridge Ave., Winston-Salem, N. C.	Corp.	June 5th, 1917	
Young, Jesse H.	Corp.	Oct. 23rd, 1917	Evacuated Oct. 10th, 1918
Zachary, Will, Union, Iowa	Wagoner	June 4th, 1917	
Zook, Claude, Route #2, Shipshewana, Ind.	Pvt.	April 6th, 1918	

COMPANY F, 105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Ellicott, Charles E., Jr., 1111 Bush St., Baltimore, Md.	Captain	Aug. 30th, 1917	
Kolyn, Marion D., Chicago, Ill.	Captain	June 22nd, 1918	Relieved from attached duties, July 11th, 1918
Seelye, Theodore E., 204 Locust St., Harrisburg, Pa.	Captain	June 13th, 1917	Transferred, Jan. 19th, 1919
Charles, William S., Winston-Salem, N. C.	1st Lieut.	Mar. 17th, 1913	Transferred, Oct. 13th, 1917
Hefler, Richard E., Dennis, Mass.	Captain	Jan. 23rd, 1919	
Murphey, George P., 3551 York Road, Philadelphia, Pa.	1st Lieut.	June 19th, 1917	Transferred, Oct. 5th, 1918
Nicolett, Peter M., Bache, Oklahoma	1st Lieut.	Jan. 23rd, 1919	
Robinson, Howard S. Chicago, Ill.	1st Lieut.		Transferred, Jan., 1919
Sill, Frederick DeV., Cohoes, N. Y.	1st Lieut.	Sept. 7th, 1917	
Thorne, Howard O., 429 E. 48th St., Chicago, Ill.	1st Lieut.	Aug. 13th, 1917	Transferred, May, 1918
Trescott, John H., Penelton, S. C.	1st Lieut.	Sept. 7th, 1917	Transferred, Mar. 4th, 1918
Tucker, Harry S., 1301 Hillsboro St., Raleigh, N. C.	1st Lieut.	Nov. 28th, 1917	Transferred, April 24th, 1918
McLeod, Don, Rowland, N. C.	2nd Lieut.	May 19th, 1918	Transferred, Nov., 1918
Schultz, Robert, Hawley, Pa.	2nd Lieut.	Dec. 23rd, 1918	
Smith, William L., Jr., Wilmington, N. C.	2nd Lieut.		Transferred

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Abernathy, Robert L., 1006 N. Caldwell St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Adams, Robert T., Enterprise, Ala.	Pvt.	May 15th, 1918	
Alexander, Clarence W.	Pvt.	Sept. 12th, 1917	Transferred
Alderman, Lewis, S. 24th St., Newcastle, Ind.	Pvt.	Dec. 11th, 1918	
Allen, Johns W., R. #3, Oliver Springs, Tenn.	Pvt.	Oct. 18th, 1917	
Allen, Fred. J.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Anspach, Benjamin H., Ethel, Mo.	Pvt., 1st Cl.	April 19th, 1918	
Ard, George, Greelyville, S. C.	Corp.	Oct. 18th, 1917	
Arey, George F., Route #1, Oronogo, Mo.	Corp.	April 19th, 1918	



EERS, 30th DIVISION, CAMP JA



COMPANY F 305th ENGINEERS 80th DIVISION CAMP JACKSON S. C.

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Arnett, August, Clark Hill, Ind.	Pvt., 1st Cl.	April 16th, 1918	
Arnett, James H.		Sept. 12th, 1917	Missing in action, Aug., 1918
Atkinson, James E., North Augusta, S. C.	Sgt.	Oct. 18th, 1917	
Ayers, Raymond W.	Pvt.	Nov. 1st, 1917	Discharged, Jan 16th, 1918
Bailey, Raiford B., Route #1, Box 10, Kinswick, Mo.	Pvt.	April 19th, 1918	
Baker, Ben T., Route #1, Ellen, S. C.	Pvt.	Oct. 18th, 1917	
Banks, Charles M.	Pvt.	Sept. 12th, 1917	Discharged, Dec. 15th, 1917
Barbee, William C., 1313 E. 10th St., Charlotte, N. C.	Sgt. Mess	April 19th, 1918	
Barlow, William C.	Pvt.	May 15th, 1918	Killed in action, Aug., 1918
Bay, Emery, Route #1, Bradford, Ky.	Wagoner	April 16th, 1918	
Barnett, Robert S.	Pvt.	Nov. 1st, 1917	Transferred, Jan. 18th, 1918
Bennfield, Joseph M.		Oct. 18th, 1917	Transferred, May 15th, 1917
Bess, Lawrence	Pvt.		Transferred, Nov. 16th, 1917
Biddle, Denv., Foster, Ky.	Wagoner	April 16th, 1915	
Black, Otto B., 1500 N. Caldwell St., Charlotte, N. C.	Cook	Sept. 12th, 1917	
Blankenship, Clyde P.	Pvt.		Transferred, Feb. 20th, 1917
Boone, Marshall B., Aragon Mills, Rock Hill, S. C.	Pvt.	Sept. 12th, 1917	
Bost, Fred. R., Concord, N. C.	Pvt.	Dec. 11th, 1917	
Boyd, Beverly B.	Pvt.	Nov. 1st, 1917	Transferred, Jan. 3rd, 1918
Boyd, Walter B.	Pvt.	Nov. 1st, 1917	Transferred, Jan. 3rd, 1918
Bradley, Walter L., Daisey, Ga.	Pvt.	Oct. 18th, 1917	
Bronsema, Bruno W., Ackley, Ia.	Pvt.	Dec. 15th, 1916	
Brookshire, Larry C., Page, W. Va.	Pvt., 1st Cl.	May 15th, 1918	
Brown, Earl, Route #9, Franklin, Ind.	Sgt.	April 16th, 1918	
Brown, Frank T.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Burling, Earl J., Route #1, Remington, Ind.	Pvt.	April 16th, 1918	
Caldwell, Hugh A., Route #1, Charlotte, N. C.	Corp.	Sept. 12th, 1917	
Campbell, Ross C.	Pvt.	April 19th, 1918	Transferred, April, 1918
Cardwell, Ernest	Pvt.		Transferred, Jan. 3rd, 1918
Carlson, Robert E., Moroco, Ind.	Pvt.	April 16th, 1918	
Carris, Lloyd D., Tama, Ia.	Pvt.	April 23rd, 1918	
Carter, Henry L., Madison, S. C.	Corp.	Oct. 18th, 1917	
Caton, Joseph, Route #6, Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Chandler, Lawrence, Lancaster, S. C.	Pvt.	Sept. 12th, 1917	
Choat, James B.	Pvt.	Sept. 12th, 1917	Transferred, Nov. 16th, 1917
Clagett, Joseph J., 221 E. Merril St., Indianapolis, Ind.	Pvt.	July 24th, 1918	
Clark, Roland H., Dozier, Ala.	Pvt.	May 15th, 1918	
Clements, Willie	Pvt.		Transferred, Nov. 16th, 1917
Clinard, Joseph M., Winston-Salem, N. C.	Pvt.	May 16th, 1918	
Clonts, Frank S., Monroe, N. C.	Pvt.	Sept. 12th, 1917	
Clousing, Cornelius L., 244 W. 111th Place, Chicago, Ill.	Pvt.	Dec. 11th, 1918	
Coble, George S., Waynesville, N. C.	Corp.	Sept. 12th, 1917	
Coburn, Robert L., Route #2, Jamesville, N. C.	Pvt., 1st Cl.	May 15th, 1918	
Cole, Albert E., Thrift, N. C.	Pvt.	Sept. 12th, 1917	
Collins, William C.	Pvt.	Sept. 19th, 1917	Discharged, Dec. 15th, 1917
Cook, Amelio, Tyrone, N. M.	Pvt.	Dec. 5th, 1918	
Cook, John O.	Pvt.	April 22nd, 1917	Discharged, Nov. 10th, 1917
Cook, Thomas, Corning, O.	Pvt.	Dec. 5th, 1918	
Cooper, Sylvester, 3 Powder St., Concord, N. C.	Pvt.	Sept. 12th, 1917	
Cooper, Walter M.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Cope, John T., Inverness, Ala.	Corp.	May 15th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Copeland, Joe, Kalb, S. C.	Pvt., 1st Cl.	Oct. 18th, 1917	
Copeland, Riley, Cato, Ark.	Pvt.	Dec. 5th, 1918	
Cormack, Claude, Route #3, Box 14, Greenwood, Ark.	Pvt.	Dec. 5th, 1918	
Costello, William L., 611 N. 5th St., Fort Smith, Ark.	Pvt.	Dec. 5th, 1918	
Cotton, Louelia, Milford, Ga.	Pvt.	Dec. 5th, 1918	
Couch, John, Route #1, Box 49, Fort Gibson, Okla.	Pvt.	Dec. 5th, 1918	
Cousar, William H., 1116 S. Graham St., Charlotte, N. C.	Sgt.	Sept. 12th, 1917	
Cox, Adolphus R., 414 Monroe St., Fredora, Kan.	Pvt.	Dec. 5th, 1918	
Cox, Maynard, Route #2, Jackson, Tenn.	Pvt.	Oct. 18th, 1917	
Crabtree, James B., Route #1, Bradley, Ark.	Pvt.	Dec. 15th, 1918	
Crane, Clarence A., Route #1, Box 183, St. Joseph, Mo.	Pvt.	Dec. 15th, 1918	
Cross, William I., Route D, Box 159, Andalusia, Ala.	Pvt.	May 15th, 1918	
Crump, Mack B., Route #19, Mathews, N. C.	Pvt.	Sept. 12th, 1917	
Culp, Alver R.	Pvt.	Sept. 12th, 1918	Transferred, Dec. 10th, 1917
Curtis, Charles	Pvt.	Nov. 1st, 1917	Transferred, Feb. 22nd, 1918
Dabbs, Jefferson L., Princeton, W. Va.	Pvt.	Sept. 12th, 1917	
Davis, Heber J., Lehi, Utah	Pvt.	Aug. 30th, 1918	
Deese, Frank, Route #1, Wingate, N. C.	Corp.	May 15th, 1918	
Delanney, Luke S., Mattrees, N. C.	Pvt.	Sept. 12th, 1917	
Dellinger, Floyd M.	Pvt.	Sept. 12th, 1917	Transferred, Feb., 1918
Depiso, Onesimo, De Palermo, Sicilia, Misermela Prov., Italy	Pvt.	Dec. 3rd, 1918	
Diefski, Frank, Detroit, Mich.	Pvt.	Mar. 29th, 1918	
Dietz, Lester A., Hickory, N. C.	Corp.	May 10th, 1918	
Dobbins, Walter L., Mt. Airey, N. C.	Corp.	Oct. 22nd, 1917	
Door, Samuel H.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1918
Doxey, Lewie A.	Pvt.	Sept. 12th, 1917	Dropped, May, 1918
Dreyer, Walter A., 110 G. Street, LaPorte, Ind.	Corp.	April 16th, 1918	
Duncan, Doctor B., Allsbrook, N. C.	Pvt.	Oct. 18th, 1918	
Dunn, George E., Route 1, Marietta, S. C.	Pvt.	Oct. 16th, 1918	
Dunn, John F.	Pvt.	May 15th, 1918	Transferred, July, 1918
Earnest, Orvel, 5 Cherry St., Bradford, Ky.	Pvt.	April 16th 1918	
Earnest, Robert M., P. O. Box 31, Marion, N. C.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1918
Elliott, Benjamin	Pvt.		Transferred, Jan. 12th, 1918
Elliott, Ernest	Pvt.	Nov. 1st, 1917	
Ensor, Roy, McHenry, Ky.	Pvt.	Aug. 1st, 1918	
Exzor, Sidney B., Montgomery, Ala.	Pvt.	May 15th, 1918	
Faircloth, Ernest	Pvt.	Oct. 16th, 1917	Transferred, Jan. 28th, 1918
Ferguson, Frederick A., 1225 S. Tryon St., Charlotte, N. C.	Sgt.	Sept. 12th, 1917	
Fink, Luther A.	Sgt.	Sept. 12th, 1917	Transferred, Dec. 18th, 1917
Fischer, Jesse J., Columbus, Ind.	Corp.	May 16th, 1918	
Fisher, Clair C.	Pvt.		Transferred
Fisher, Edgar M., N. Charlotte, N. C., Route 12	Pvt.	Sept. 12th, 1917	
Fleener, George R.	Pvt.	Sept. 12th, 1917	Transferred to Hospital, Oct., 1918
Fletcher, Karl A., 325 7th St., Rockford, Ill.	Pvt.	Dec. 11th, 1918	
Flowe, Oscar L., Route 1, Allen, N. C.	Pvt.	Sept. 12th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Ford, John E., 405 Annafrell St., Rock Hill, S. C.	Sgt.	Oct. 16th, 1917	
Foster, Robert, Tracy City, Tenn.	Corp.	May 15th, 1918	
Fowler, William H., 1004 W. 5th St., Charlotte, N. C.	Sgt.	Sept. 12th, 1917	
Frazeir, Joseph E., Gallas Ave., Cooper, Texas	Pvt.	May 19th, 1918	
Gann, Robert L., Statesville Ave., Charlotte, N. C.	Sgt. 1st Cl.	Sept. 12th, 1917	
Gathings, John T.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Gianno, Anthony, Monte De Fermo, Misermela, Sicilia, Italy	Pvt.	Dec. 5th, 1918	
Gibbons, Cecil, Webb City, Mo.	Corp.	April 19th, 1918	
Gibson, Benjamin R.	Pvt.	Sept. 12th, 1917	Transferred, May, 1910
Gidon, Luther	Pvt.		Transferred
Gilbert, Mathis	Pvt.		Transferred, Nov. 12th, 1917
Gimmested, Bertel, Montpilier, N. D.	Pvt.	Dec. 5th, 1918	
Gleaton, John A., Sally, S. C.	Pvt. 1st Cl.	Oct. 16th, 1917	
Gott, Marchall L., Sunnyside, Ky.	Pvt. 1st Cl.	April 16th, 1918	
Graham, James R., Pinewood, S. C.	Pvt. 1st Cl.	May 15th, 1918	
Gray, Ocy G.	Pvt.		Discharged, Jan. 16, 1918
Gray, William P.	Pvt.	June 30th, 1917	Transferred, Nov. 20th, 1917
Green, George P.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Greenwood, Ray, Hamilton, Ind.	Sgt.	April 16th, 1918	
Griffin, Robert J., Route 3, Ashland, Ala.	Pvt. 1st Cl.	May 15th, 1918	
Grisdale, Jesse D.	Pvt.	Sept. 12th, 1917	Missing in action, Aug., 1918
Groom, Fred P.	Pvt.	April 19th, 1918	Transferred, Oct. 4th, 1918
Gunnell, Walter D.	Pvt,	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Hager, Robert S., 1101 S. Tryon St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Hale, James W.	Pvt.		Transferred
Hale, Joseph W., Louisburg, N. C.	Corp.	Aug. 14th, 1918	
Hall, John L.	Pvt.	Oct. 16th, 1917	Transferred, Oct. 24th, 1917
Hamilton, Lewis A., Kingston, Fla.	Pvt. 1st Cl.	Sept. 12th, 1917	
Hancock, White C., 444 White St., Rock Hill, S. C.	Horseshoer	Sept. 12th, 1917	
Haney, Samuel C., North Charlotte, N. C.	Cook	Sept. 12th, 1917	
Harris, Charles E., 1816 W. Ohio St., Indianapolis, Ind.	Pvt.	July 24th, 1918	
Hartis, John	Pvt.	Sept. 12th, 1917	Died in hospital, Aug., 1918
Hartman, Frank O.	Pvt.	Aug. 1st, 1918	Transferred to Hospital, Dec., 1918
Haskins, Albert M.	Pvt.	Nov. 1st, 1917	Transferred, Jan. 3rd, 1918
Haun, Quincey H.	Pvt.	Sept. 12th, 1917	Discharged, Jan. 23rd, 1918
Hazlewood, Ed. A., North Charlotte, N. C.	Pvt., 1st Cl.	Sept. 12th, 1917	
Hearn, Robert L., Route #4, Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Hedgecock, Jehu, Winston-Salem, N. C.	Sgt.	May 13th, 1918	
Helms, Wade H., Chadwick Mills, Charlotte,	Corp.	Sept. 12th, 1917	
Helwig, Benjamin G., Route #4, Eau Clair, Wis.	Pvt.	Dec. 11th, 1918	
Hembree, Elijah, West Main 223, Rock Hill, S. C.	Pvt.	Oct. 16th, 1918	
Henry, William B.	Pvt.	Sept. 12th, 1917	Transferred to 83rd Division, Nov., 1918
Hilton, Joseph E., 310 S. Cedar St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Hinson, Guy R., 610 E. 7th St., Charlotte, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	
Hoffman, William H., 550 Broad Street, Emans, Penn.	Pvt.	Aug. 11th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Holdorf, Erwin, St. Naziant, Wis.	Pvt.	Dec. 11th, 1918	
Holens, Hunts F.	Pvt.	Nov. 1st, 1917	Discharged, Feb. 23rd, 1918
Holt, Lewis M.	Pvt.	Oct. 16th, 1917	Transferred, Oct. 24th, 1917
Hoots, Harley, Route #1, Winchester, Ill.	Pvt.	Nov. 29th, 1918	
Horn, Lester W.	Pvt.	June 30th, 1917	Discharged, Dec. 30th, 1917
Horne, Howard B.	Pvt.	Oct. 16th, 1917	Transferred, Oct. 24th, 1917
House, Harry J., 1213 Tryon St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Howard, Fred K.	Pvt.	Oct. 16th, 1917	Transferred, Oct. 24th, 1917
Hughes, Sidney Z., Hemingway, S. C.	Pvt.	Oct. 16th, 1917	
Hunter, Neal C., Charlotte, N. C.	Corp.	Sept. 12th, 1917	
Huntley, Robert E.	Pvt.	Sept. 12th, 1917	Transferred, Nov. 1st, 1917
Ivie, Ed., East Prairie, Mo.	Corp.	April 19th, 1917	
Jackson, Clifton A.	Pvt.	Oct. 16th, 1917	Transferred, Oct. 24th, 1917
Jeffcoat, Clarence E., Woodford, S. C.	Corp.	Oct. 16th, 1917	
Jenkins, Bernie B.	Pvt.	Sept. 12th, 1917	Discharged, Nov. 14th, 1917
Jernigan, Copton	Pvt.	Oct. 16th, 1917	Transferred
Jerrett, Clifton	Pvt.		Transferred
Joachim, William, Route #1, Wadena, Wis.	Corp.	April 16th, 1917	
Johnson, Archie G., Route #3, Freedom, Ind.	Pvt.	April 16th, 1917	
Johnson, Charles E.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Johnson, Gustave H. A., Prospect St., Bridgeport, Conn.	Pvt.	Aug. 1st, 1918	
Johnson, Jeremiah L., Route #1, Conway, S. C.	Sgt.	Oct. 16th, 1917	
Johnson, Oscar F.	Pvt.	Oct. 16th, 1917	Discharged, Nov. 21st, 1917
Johnston, William F., Calvin Mills, Charlotte, N. C.	Wagoner	Sept. 12th, 1917	
Jones, Cary A., Falmouth, Ind.	Pvt.	April 16th, 1918	
Jones, Gilbert	Pvt.	Sept. 12th, 1917	Transferred, Dec. 10th, 1917
Keefe, Lowery S., Route #4, Hemingway, S. C.	Pvt.	May 15th, 1918	
Kelly, Jack	Pvt.		Discharged, March, 1918
Kelly, Logan L., Rockingham, N. C.	Pvt.	Sept. 12th, 1917	
Kennedy, Frank, 1343 3rd Ave., Milwaukee, Wis.	Pvt.	Aug. 30th, 1918	
Kerr, William B.	Pvt.		Transferred, Nov. 12th, 1917
King, John H.	Pvt.	Sept. 12th, 1917	Transferred, Dec. 13th, 1917
Kirkman, Thomas W.	Pvt.	Nov. 1st, 1917	Transferred, Jan. 18th, 1918
Knotts, Hobson K.	Pvt., 1st Cl.	Sept. 12th, 1917	Killed in action, Sept. 29th, 1918
Kowalchyk, Anthony J., Route #1, Box 10, Mosenee, Wis.	Pvt.	Dec. 11th, 1918	
Lambreth, Albert W.	Pvt.		Transferred
Lanier, Stearling A.	Pvt.		Transferred
Laue, Dewey, 1117 Paris St., Vincennes, Ind.	Pvt.	Aug. 30th, 1918	
Laxton, Lawrence W., Moravian Falls, N. C.	Sgt.	Sept. 12th, 1917	
Leach, Lewis L., Derita, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	
Leak, John H., 1607 Central Ave., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Lee, Claude E.	Pvt.	Sept. 12th, 1917	Dropped
Lee, Dave	Pvt.	Sept. 12th, 1917	Killed in action, Aug., 1918
Lee, John L.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Lee, Mace E., Danville, Va.	Corp.	Sept. 12th, 1917	
Lee, Robert E., Route #6, Charlotte, N. C.	Wagoner	Sept. 12th, 1917	
Lee, Spencer H.	Pvt.		Dropped
Lefkowitz, David	Pvt.	Nov. 1st, 1917	Transferred, Jan. 18th, 1918
Lewis, Luther E., Walholla, S. C.	Wagoner	Oct. 13th, 1917	
Lieber, Benjamin	Pvt.	Sept. 12th, 1917	Transferred, Dec. 31st, 1918
Lindsay, Commodore D.	Pvt.	Sept. 12th, 1917	Dropped, Oct., 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Lindsay, John A., Route #3, Colony Springs, N. C.	Corp.	Oct. 16th, 1917	
Lineback, Warren P.	Pvt.	July 24th, 1917	Discharged, Nov. 8th, 1917
Little, Floyd J., 1113 N. Tryon St., Charlotte, N. C.	Corp.	Sept. 12th, 1917	
Litton, Daniel R.	Pvt.	Sept. 12th, 1917	Transferred, Nov. 1st, 1917
Lockerbie, David, 212 Worthington Ave., Charlotte, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	
Long, Clarence H., Charlotte, N. C.	Corp.	Sept. 12th, 1917	
Lonnon, Oscar	Pvt.	Nov. 1st, 1917	Transferred, Feb. 20th, 1918
Looper, Frank B., Granite Falls, N. C.	Pvt., 1st Cl.	Sept. 12th, 1917	
Love, Angus	Pvt.	Oct. 16th, 1917	Killed in action, Sept. 29th, 1918
Lovitt, Chas. W. A. D., Nakina, S. C.	Pvt.	Oct. 16th, 1917	
Lowder, Thomas L., 18 Moore St., Concord, N. C.	Pvt.	Sept. 12th, 1917	
Lowe, James H.	Pvt.	Sept. 12th, 1917	Transferred, C. C. S., Oct., 1918
MaClain, Rochel D., Great Falls, S. C.	Pvt.	Sept. 12th, 1917	
Madden, Willia L., Belton, S. C.	Pvt., 1st Cl.	Oct. 16th, 1917	
Mann, Willia	Pvt.	Oct. 16th, 1917	Transferred, Nov. 16th, 1917
Mansfield, Freeland	Corp.	April 16th, 1918	Transferred, C. C. S., Nov. 1st, 1918
Markey, Joseph R., 209 W. Crathon Ave., Fort Wayne, Ind.	Pvt.	April 16th, 1918	
Martin, Emmet L., Charlotte, N. C.	Sgt.	Sept. 12th, 1917	
Martin, William R.	Sgt.	Sept. 12th, 1917	Killed in action, Sept. 29th, 1918
Mathews, Ernest F., Florence, S. C.	Pvt., 1st Cl.	Oct. 16th, 1917	
Mathis, Raymond, Route #1, Rimini, S. C.	Pvt.	Oct. 16th, 1917	
McAteer, Curtis M., Rock Hill, S. C.	Pvt.	Sept. 12th, 1917	
McBee, Silas L.	Pvt.	Sept. 12th, 1917	Transferred, Jan. 28th, 1918
McCabe, Robert M., Alroln, S. C.	Corp.	Oct. 16th, 1917	
McCall, Daniel F.	Pvt.	Sept. 12th, 1917	Transferred, July 12th, 1918
McCollum, Rubon	Pvt.	Mar. 29th, 1918	Transferred, Base Hospital
McDowell, Frank C.	Pvt.	Nov. 30th, 1917	Transferred, Jan. 18th, 1918
McGatha, William, Mint Hill, N. C.	Pvt.	Sept. 1st, 1917	
McGhee, Harry, Milford, Ky.	Pvt.	April 16th, 1918	
McGinnis, Russell W.	Pvt.	April 16th, 1917	Transferred, Band, Sept. 20th, 1918
McKevlin, John L., Sullivan Island, S. C.	Corp.	Oct. 16th, 1917	
McKoy, William G.	Pvt.	Dec. 17th, 1917	Transferred, Jan., Mantes, France, Engineer, 1918
McNutt, Samuel W., 525 Holloway St., Durham, N. C.	Pvt.		
Meadows, Thomas A., Route #2, Equality, Ala.	Pvt.	May 15th, 1918	
Medlock, Charles H.	Pvt.	Oct. 16th, 1917	Discharged, Jan. 26th, 1918
Meyer, Hugh C., Route #1, Bradford, Ky.	Pvt., 1st Cl.	April 16th, 1917	
Miatovich, Guy, 2208 Jefferson St., Gary, Ind.	Pvt.	Nov. 29th, 1918	
Milliken, John	Pvt.		Transferred, Nov. 12th, 1917
Mitchell, Clinton	Pvt.	Sept. 12th, 1917	Transferred, Oct. 2nd, 1917
Montgomery, Robert H., Travelers Rest, S. C.	Pvt.	Oct. 16th, 1917	
Moolanaar, Johannis	Pvt.	April 16th, 1918	Transferred, Band, August
Moore, Henry A., Sub-station #2, Charlotte, N. C.	Sgt., Stable	Sept. 12th, 1917	
Morgan, Jesse W., Glendale, S. C.	Pvt., 1st Cl.	Oct. 16th, 1917	
Morgan, John F., Petros, Tenn.	Pvt.	Oct. 16th. 1917	
Morris, George R.	Pvt.	Sept. 12th, 1917	Transferred, Jan. 17th, 1918
Morris, John P., 918 East Ave., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Morris, Luther J., 507 N. McDowell St., Charlotte, N. C.	Corp., Bugler	Sept. 12th, 1917	
Morris, Ralph F.	Pvt.	Sept. 12th, 1917	Transferred, Jan. 14th, 1918
Morse, Gus G., Little River, S. C.	Pvt.	Oct. 16th, 1917	
Mulholland, Leonard L.	Pvt.	April 19th, 1918	Transferred, July, 1918
Mullis, Dave W.	Pvt.	Sept. 12th, 1917	Transferred, C. C. S., Oct. 18th, 1918
Mullis, Kine C.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 4th, 1918
Munn, John T., Jefferson, S. C.	Pvt.	Oct. 16th, 1917	
Murphy, Julius E., Garnett, S. C.	Pvt., 1st Cl.	Oct. 16th, 1917	
Mustard, William B., Goodland, Ind.	Pvt., 1st Cl.	April 16th, 1918	
Myers, Ernest F., 112 Swan St., Terre Haute, Ind.	Wagoner	April 16th, 1918	
Neal, Noble H., Brinkley, Ark.	Pvt.	Aug. 30th, 1917	
Neely, Glenn, Supt. Starkville Mfg., Starkville, Miss. Co., Morocco, Ind.	Corp.	April 16th, 1918	
Neelye, Louis, Highland, N. C.	Pvt.	Dec. 5th, 1917	
Nelson, Gottfried, 1724 N. Neathing Ave., Chicago, Ill.	Pvt.	Dec. 11th, 1918	
Nelson, Kirby, Schrewsbury, Ky.	Pvt.	Aug. 1st, 1918	
Nettleton, George P.	Pvt.	Mar. 19th, 1918	Transferred
Newall, Samuel F.	Pvt.	June 1st, 1918	
Newkirk, Mervin M.	Pvt.	July 26th, 1917	Discharged, Dec. 3rd, 1917
Newman, George R.	Pvt.	Sept 12th, 1917	Transferred, Oct. 23rd, 1917
Newman, William R., Mercy General Hospital, Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Newton, Willard M., P. O. 188, Gibson, N. C.	Pvt.	Sept. 12th, 1917	
Nichols, Herman C.	Pvt.	Nov. 1st, 1917	Transferred, Jan. 18th, 1918
Nix, Henry L., Route #5, Waverly, Ind.	Pvt.	May 15th, 1918	
Novirk, Harry L.	Pvt.		Transferred, Jan. 22nd, 1918
Oates, Claude W., 909 E. 32nd St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Oberling, Leon R., Hamilton, Ind.	Sup. Sgt.	April 16th, 1918	
O'Quinn, Charles E., Wilkersboro, S. C.	Pvt.	Oct. 16th, 1917	
Ott, John L., Cope, S. C.	Pvt.	Oct. 16th, 1917	
Otto, Charles H., Ramsey, Ill.	Pvt.	Nov. 29th, 1918	
Parker, William S., E. 28th St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Parris, Robert K.	Pvt.	Sept. 12th, 1917	Dropped, Oct., 1917
Partin, John W., Tracy City, Tenn.	Pvt.	Oct. 16th, 1917	
Patterson, William R.	Pvt.	July 29th, 1917	Transferred, Dec. 7th, 1917
Payne, Jesse, Jiff, Ky.	Pvt.	Aug. 1st, 1918	
Pendleton, Melvin C.	Pvt.	Sept. 12th, 1917	Transferred, Sept. 30th, 1917
Perkins, Sidney L.	Pvt.		Transferred, Nov. 16th, 1917
Perry, Leland, Excelton, S. C.	Pvt.	Sept. 16th, 1917	
Peterson, John A., 5939 S. Green St., Chicago, Ill.	Pvt.	Aug. 30th, 1918	
Petesky, Walter S., 201 Felton St., Michigan City, Ind.	Pvt.	April 16th, 1918	
Phifer, Eamsley E., 406 N. McDowell St., Charlotte, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	
Phifer, Crawford P., 408 N. McDowell St., Charlotte, N. C.	Cook	Sept. 12th, 1917	
Phillips, Henderson, Oneida, Tenn.	Pvt.	Aug. 1st, 1918	
Phillips, Jonas	Pvt.	Sept. 20th, 1917	Discharged, Dec. 15th, 1917
Phillips, Lawrence	Pvt.		Transferred, Nov. 16th, 1917
Phillips, Will T., Arlington, Tenn.	Pvt.	May 15th, 1918	
Pike, Joseph L., Mulvane, W. Va.	Pvt.	Aug. 1st, 1918	

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Pinner, Champ D., Andrews, S. C.	Pvt.	Oct. 16th, 1917	
Potter, William A., Gunnison, Col.	Pvt.	Aug. 30th, 1918	
Powell, John, Concord, N. C.	Pvt.	Sept. 12th, 1917	
Price, William E., Williamston, N. C.	Pvt., 1st Cl.	May 15th, 1918	
Proctor, Leroy, 2316 S. 1st St., Ellwood, Ind.	Pvt.	Aug. 1st, 1918	
Pruitt, David E., N. Charlotte, N. C.	Corp.	Sept. 12th, 1917	
Puckett, Clyde, Clinton, S. C.	Pvt.	Sept. 12th, 1917	
Puckett, Riley, Iberia, Ky.	Pvt.	Aug. 30th, 1918	
Quintrell, Fred	Pvt.	Oct. 16th, 1917	Transferred
Rabon, Marion, Coolspring, S. C.	Pvt.	Oct. 16th, 1917	
Reents, George L., Litchfield, Ill.	Pvt.	April 16th, 1918	
Reiff, George F., Route #5, Covington, Ind.	Pvt.	April 16th, 1918	
Reifschneider, Arthur E. B., 7th St., Belleville, Ill.	Pvt.	Mar. 29th, 1918	
Rembert, Charles E., Route #1, Bishopville, S. C.	Pvt.	May 15th, 1918	
Reynolds, Charles	Pvt.	Aug. 30th, 1918	Dropped, Nov. 7th, 1918
Rhodes, Clinton E., 2621 Linden Ave., South Bend, Ind.	Corp.	April 16th, 1918	
Richmond, Lundy, Dotts, W. Va.	Pvt.	Aug. 1st, 1918	
Ried, William, 7 E. Catherine St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Riesebieter, Harry, Edna, Mo.	Pvt.	Dec. 11th, 1918	
Rink, Marion E., Route #2, Hickory, N. C.	Pvt.	May 15th, 1918	
Risteen, Elden H., 51 Pierpont St., Peabody, Mass.	Pvt.	Aug. 30th, 1918	
Ritch, Karkus	Pvt.	Sept. 12th, 1917	Transferred
Roberts, Joseph C.	Pvt.	Sept. 12th, 1917	Transferred, Oct. 23rd, 1917
Roberts, Joseph F.	Pvt.	Oct. 17th, 1917	Transferred
Robertson, Barney, Smooks, S. C.	Pvt.	Oct. 16th, 1917	
Rogowske, Andrew, Notz, Ind.	Corp.	April 16th, 1918	
Roloff, Charles F., Foresttell, Mo.	Pvt.	April 16th, 1918	
Ross, Lester G., 803 E. 9th St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Ross, Paul J.	Pvt.	Oct. 16th, 1917	Transferred, C. C. S. Hospital
Rouse, Louie, Alliston, Pa.	Pvt.	Aug. 30th, 1918	
Royster, James C.	Pvt.		Transferred, Nov. 16th, 1917
Rust, Erwin H.	Pvt.	Sept. 12th, 1917	Transferred
Rust, Frank H. C.	Pvt.	Oct. 2nd, 1917	Transferred, Dec. 16th, 1917
Saferight, James M.	Pvt.	June 20th, 1916	Discharged, Dec. 9th, 1917
Sala, Michael, 304 Jefferson St., Brooklyn, N. Y.	Pvt.		
Sanders, Eric C.	Pvt.	Sept. 12th, 1917	Transferred
Schwalb, Bon	Pvt.		Transferred
Schwecoffer, Harry B., P. O., 24 S. Euclid, O.	Pvt.	Aug. 30th, 1918	
Sell, Ernest L.	Corp.	Sept. 12th, 1917	
Sellars, Thomas	Pvt.		Transferred, Nov. 12th, 1917
Sheppard, Robert E., Pine Hill, N. C.	Pvt.	May 15th, 1918	
Sikes, Carl L., 4 W. Park Ave., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Simmons, William C.	Pvt.	Sept. 12th, 1917	Discharged, Dec. 15th, 1917
Sims, Joseph M., Winsboro, S. C.	Pvt.	Sept. 12th, 1917	
Slate, Howard, Ward, W. Va.	Pvt.	Aug. 1st, 1918	
Smallwood, Claude L., Big Clifty, Ky.	Pvt.	April 16th, 1918	
Smith, Alvin	Pvt.		Transferred
Smith, Charles D., 5905 Thalka Ave., St. Louis, Mo.	Pvt.	April 19th, 1918	
Smith, Gaston C.	Pvt.		Transferred, Nov. 16th, 1917

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Smith, James C., Shell, S. C.	Pvt.	Oct. 16th, 1917	
Smith, Ralph W., 1412 Scott St., La Porte, Ind.	Pvt.		
Smith, Raymond, Freeland Park, Ind.	Pvt.	April 16th, 1918	Died, Mar. 25th, 1919, broncho-pneumonia
Smith, Scholar	Pvt.		Transferred, Nov. 16th, 1917
Smith, Vernie W., Route #7, Carthage, Mo.	Pvt.	April 19th, 1918	
Smith, Walter H., Route #1, Germantown, Ky.	Pvt.	April 16th, 1918	
Spring, Russell H., 310 3rd St., Canton, O.	Pvt.	Aug. 30th, 1918	
Sproul, James M., 621 Fountain St., Grand Rapids, Mich.	Pvt.	Aug. 30th, 1918	
Stackle, Edward F., St. Genevieve, Mo.	Pvt.	April 19th, 1918	
Staley, Daniel H., Route #2, Battleground, Washington	Pvt.	Aug. 30th, 1918	
Stamper, Fred W.	Pvt.	Sept. 12th, 1917	Transferred
Standfield, Arley L., Elk Valley, Camel County, Tenn.	Pvt.	Oct. 16th, 1917	
Starcher, Everett, Procius, W. Va.	Pvt.	Aug. 1st, 1918	
Stevenson, Ernest R.	Pvt.		Transferred, Oct. 20th, 1917
Stevenson, George	Pvt.		Transferred
Steward, Charles E.	Pvt.		Transferred, Nov. 12th, 1917
Stewart, Clyde, N. Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Stewart, Lillington E.	Pvt.	Oct. 16th, 1917	Discharged, Dec. 5th, 1917
Stokes, Grover C.	Pvt.	Sept. 12th, 1917	Transferred
Stowe, Frank R.	Pvt.	Sept. 12th, 1917	Transferred
Straub, Charles W.	Pvt.	Sept. 12th, 1917	Transferred
Stroble, Thomas V.	Pvt.	Sept. 12th, 1917	Transferred, Jan. 28th, 1918
Stroman, Ray A.	Corp.	April 16th, 1918	Killed in action, Aug. 28th, 1918
Stutts, Andrew C.	Pvt.	Sept. 12th, 1917	Discharged, Jan. 15th, 1918
Stutts, Charles W., N. Charlotte, N. C.	Pvt.	Sept. 16th, 1917	
Suggs, Clayton	Pvt.		Transferred
Summers, George H., N. Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Swaing, Fred J., Kanapolis, N. C.	Pvt.	Sept. 12th, 1917	
Tallent, William H., Statesville Ave., Charlotte, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	
Tanner, Thomas, 502 S. Johnson St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Taylor, Robert C.	Pvt.	May 15th, 1918	Transferred, Dec. 1st, 1918
Thanes, Harry E., 1067 Myrtle Ave., Brooklyn, N. Y.	Corp.	Sept. 12th, 1917	
Thomas, Coy, Hampton, S. C.	Pvt.	May 15th, 1918	
Thomas, Edward, Route #1, Morris, Ala.	Pvt.	Aug. 30th, 1918	
Thomason, John A., Route #6, Newberry, S. C.	Pvt.	Oct. 16th, 1917	
Thomeom, James C.	Pvt.	April 16th, 1918	Transferred
Thompson, E.	Pvt.	Sept. 12th, 1917	Transferred
Thompson, Raymond H.	Pvt.	July 24th, 1917	Discharged, Dec. 15th, 1917
Tims, Oscar	Pvt.	Sept. 12th, 1917	Transferred
Tingley, George G., Ford St., Ansonia, Conn.	Pvt.	Aug. 1st, 1918	
Tirner, Furman	Pvt.	Oct. 16th, 1917	Transferred
Tisdale, Ashby L., Route #1, Sumter, S. C.	Pvt.	May 15th, 1918	
Todd, Joseph E.	Pvt.	Oct. 16th, 1917	Died, Nov., 1918
Traud, Paul M.	Pvt.		Transferred
ravis, Robert C.	Pvt.		Transferred, Jan. 29th, 1918
ucker, Carlton E., Route #3, Dateville, Ala.	Pvt.	May 15th, 1918	
Turner, Robert R., Clover, S. C.	Pvt.	Oct. 12th, 1917	
Tyson, Frank B., 2125 Highland Ave., Knoxville, Tenn.	Corp.	Mar. 8th, 1918	

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Vaughn, John, Sazton, Ill.	Wagoner	Mar. 29th, 1918	
Vinson, John L., 10 E. Palmer St., Charlotte, N. C.	Pvt.	Oct. 12th, 1917	
Wagner, James H.	Pvt.	Sept. 12th, 1917	Transferred, Dec. 8th, 1918
Walden, Thomas, 1004 Park St., Memphis, Tenn.	Pvt.	May 15th, 1918	
Wallace, Algie L., 915 E. 7th St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
Wallace, Walter R., 904 E. 7th St., Charlotte, N. C.	Sgt., 1st Cl.	Sept. 12th, 1917	
Walters, Floyd E., Belmont, N. C.	Sgt.	Sept. 12th, 1917	
Ward, Sam, Wampee, S. C.	Pvt.	Oct. 16th, 1917	
Watson, John T.	Pvt.		Transferred, Dec. 20th, 1917
Webtz, Olen W., 914 N. Caldwell St., Charlotte, N. C.	Sgt.	Sept. 12th, 1917	
Wells, Jacob L.	Pvt.	May 15th, 1918	Gassed, died in hospital, Aug. 29th, 1918
Wentz, Dalwin A., 1005 E. 7th St., Charlotte, N. C.	Pvt.	Sept. 12th, 1917	
White, Mazon E.	Pvt.		Transferred, Nov. 16th, 1917
Whitener, Sebastian C., Kyles, Mo.	Pvt.	April 19th, 1918	
Whitesides, Robert F., 510 W. Main St., Carbondale, Ill.	Pvt.	April 16th, 1918	
Whitmore, Hans S.	Pvt.		Transferred, Nov. 16th, 1917
Wigington, Oscar, Salem, S. C.	Pvt.	Oct. 16th, 1917	
Wilkins, Ross T.	Pvt.	Aug. 14th, 1917	Discharged, Nov. 19th, 1917
Williams, Newton, Mooresville, N. C.	Pvt.	Sept. 12th, 1917	
Williamson, John R.	Pvt.		Transferred, Dec. 20th, 1917
Willis, Rev. T., Route #3, Box 16, Ararat, Va.	Pvt.	Aug. 30th, 1918	
Wilmeth, James G., 1090 N. Main St., Jacksonville, Ill.	Pvt.	April 16th, 1918	
Wilson, Mathew W.	Pvt.		Transferred, Dec. 20th, 1917
Wilson, Spurgeon A.	Pvt.	Sept. 12th, 1917	Transferred, C. C. S. Hospital, Aug., 1918
Woollen, Bryan W.	Pvt.	Sept. 12th, 1917	Transferred, C. C. S. Hospital
Woollen, Marshall E., Winston-Salem, N. C.	Sgt.	Sept. 12th, 1917	
Worsham, Walter B., Wando, S. C.	Corp.	May 15th, 1918	
Wysock, Edward, 1400 Wabansia Ave., Chicago, Ill.			
Yancey, Clayton C.	Pvt.	Nov. 1st, 1917	Transferred
Yon, Yancey L., Athens, Ga.	Corp.	May 15th, 1918	
Young, Clyde W.	Pvt.	Oct. 14th, 1917	Transferred
Zimmermann, Walter L., Kansas City, Mo.	Pvt.	April 19th, 1918	

105TH ENGINEER TRAIN

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Huffman, George L., Hickory, N. C.	Captain	Sept. 14th, 1917	Transferred to 119th Infantry, Jan. 13th, 1918
Cline, Frank L., Hickory, N. C.	1st Lieut.	Sept. 14th, 1917	
Cilley, Joseph E.,	2nd Lieut.	Sept. 14th, 1917	Transferred to Company C, 105th Engineers, May 25th, 1918
Neuer, Jack J., Wilmington, N. C.	2nd Lieut.	May 2nd, 1918	Detached Service Division Motor Transport, Sept. 25th, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Abernethy, Jones C., Hickory, N. C.	Horseshoer	Sept. 14th, 1917	
Aiken, Russel, Hickory, N. C.	Wagoner	Sept. 14th, 1917	Transferred to Base Hospital, sick, May 16th, 1918
Alexander, Amos H., Hickory, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Company E, 105th Engineers, May 16th, 1918
Alexander, James T., Huntersville, N. C.	Horseshoer	Sept. 14th, 1917	
Amos, Frank T., Connelly Springs, N. C.	Wagoner	Sept. 14th, 1917	
Arnold, John B., Shelbyville, Tenn.	Pvt.	May 17th, 1918	
Ashe, John B., Sylva, N. C.	Wagoner	Sept. 14th, 1917	
Babcock, Delevan J., Rensselaer, Ind.	Wagoner	May 15th, 1918	
Barger, Edgar F., Hickory, N. C.	Bugler	Sept. 14th, 1917	
Bartholdi, Louis J.	Wagoner	May 2nd, 1918	Transferred to hospital, sick, Jan. 8th, 1919
Bean, Edward J. B., Lenoir, N. C.	Corp.	Sept. 14th, 1917	
Benfield, Russell E., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Bolch, Phillip H., Newton, N. C.	Pvt.	Sept. 14th, 1917	
Bowles, James H., Hickory, N. C.	1st Sgt.	Sept. 14th, 1917	
Bowman, Arthur L., Hickory, N. C.	Pvt.	Sept. 14th, 1917	
Brady, Frederick E., Conover, N. C.	Cook	Sept. 14th, 1917	
Brooks, Carl L., Hickory, N. C.	Sgt.	Sept. 14th, 1917	
Brown, Millard M., Morganton, N. C.	Wagoner	Sept. 14th, 1917	
Burch, Samuel H., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Burns, William J., Hickory, N. C.	Pvt. 1st Cl.	Sept. 14th, 1917	
Campbell, Ross C., Joplin, Mo.	Wagoner	May 15th, 1918	
Childers, Norman F., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Cilley, John H. P., Hickory, N. C.	Sup. Sgt.	Sept. 14th, 1917	
Clark, Jay B., Morganton, N. C.	Wagoner	Sept. 14th, 1917	
Cline, Cletus L., Conover, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Cody, Raymond C., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Corpening, Albert T., Lenoir, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	Died from wounds, July 18th, 1918
Corpening, Herndon W., Lenoir, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Crotty, Frank G., Hatcher, W. Va.	Pvt.	Aug. 2nd, 1918	
Curlee, Aaron C., Anson, N. C.	Pvt.	Aug. 2nd, 1918	
Deits, Lester A., Hickory, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Company F, 105th Engineers, May 16th, 1918
Deitz, Clyde I., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Deitz, Lewis C., Hickory, N. C.	Sadler	Sept. 14th, 1917	
Dellinger, Floyd H., Charlotte, N. C.	Wagoner	May 16th, 1918	
Drier, Ambrose W., St. Louis, Mo.	Wagoner	May 17th, 1918	
Drum, Roy L., Conover, N. C.	Wagoner	Sept. 14th, 1917	
Epley, Elmer L., Morganton, N. C.	Wagoner	Sept. 14th, 1917	
Frady, James C., Connelly Springs, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Company B, 105th Engineers, May 16th, 1918
Geitner, John G. H., Hickory, N. C.	Sgt.	On D. S., O. R. T. C., Fort Oglethorpe, Ga., Aug. 27th, 1917	Commissioned in Infantry, Dec. 4th, 1917
George, Fred, Hitchins, Ky.	Pvt.	Aug. 21st, 1918	
Gosselin, Henry L., Waterville, Me.	Pvt.	Aug. 2nd, 1918	
Gritton, Finley V., Bondville, Ky.	Pvt.	May 17th, 1918	
Gross, Lowell N., Hickory, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Headquarters Company, 105th Engineers, Dec. 14th, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Hall, Olin Ray, Fitchgerald, Ga.	Pvt.	Dec. 13th, 1918	
Hamby, Thomas E., North Wilkesboro, N. C.	Wagoner	Sept. 14th, 1917	Transferred to hospital, sick, Nov. 14th, 1918
Haskins, Eck, Bridgewater, N. C.	Pvt.	Sept. 14th, 1917	
Hildebrand, Fred M., Newton, N. C.	Corp.	Sept. 14th, 1917	
Hines, Hoyle S., Statesville, N. C.	Corp.	Sept. 14th, 1917	Transferred to Motor Mechanician Regiment, Augusta, Ga., Jan. 29th, 1918
Hinson, Dewey G., Allen, N. C.	Wagoner	May 17th, 1918	
Holcomb, Richmond, Harrison, W. Va.	Pvt.	Aug. 2nd, 1918	
Hoppa, Martin, Hamtranch, Mich.	Pvt.	Aug. 2nd, 1918	
Huffman, Adrian S., Hickory, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Huffman, John D., Hickory, N. C.	Sup. Sgt.	Sept. 14th, 1917	Killed, July 16th, 1918
Jefferson, Early, Winston-Salem, N. C.	Pvt.	May 17th, 1918	
Justice, Carl W., Bridgewater, N. C.	Wagoner	Sept. 14th, 1917	
King, Crawford C., Waynesville, N. C.	Pvt.	Oct. 19th, 1918	
Kiser, Herman B., Hickory, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	Transferred to Quartermasters Corps, Camp Sevier, S. C., Feb. 14th, 1918
Lail, Earl, Midleothian, Va.	Pvt.	Sept. 14th, 1917	Transferred to Company B, 105th Engineers, May 18th, 1918
Leonhardt, Bynum F., Morganton, N. C.	Wagoner	Sept. 14th, 1917	
Lewis, Brady C., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Lewis, John H., Marion, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Long, William H., Hickory, N. C.	Pvt.	Sept. 14th, 1917	
Loveless, Kinder, Littleless, Ind.	Wagoner	Aug. 2nd, 1918	
Lowman, Dewey, Connelly Springs, N. C.	Pvt.	Sept. 14th, 1917	
Lowman, Earl, Connelly Springs, N. C.	Wagoner	Sept. 14th, 1917	
Mabe, James W., Morganton, N. C.	Cook	Sept. 14th, 1917	
Mabe, John G., Morganton, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Marshall, John T., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Martin, Columbus J., Jodia, W. Va.	Pvt.	Aug. 21st, 1918	
Mauney, Robert G., Newton, N. C.	Wagoner	Sept. 14th, 1917	
Maurada, John, Valdese, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Headquarters Company, 105th Engineers, Jan. 12th, 1918
McComb, Robert E., Hickory, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
McDaniel, William J., Morganton, N. C.	Pvt.	Sept. 14th, 1917	
Menzies, Henry A., Hickory, N. C.			
Miller, Courtney, Portsmouth, Ky.	Pvt.	Aug. 2nd, 1918	
Miller, David H., Newton, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Miller, Everett L., Hickory, N. C.	Pvt.	Sept. 14th, 1917	
Miller, John C., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Moose, Calvin J., Dallas, N. C.	Wagoner	Sept. 14th, 1917	
Morgan, George W., Canton, N. C.	Cook	Sept. 14th, 1917	Transferred to Headquarters Company, 105th Engineers, Dec. 21st, 1918
Nelson, Guy V., Morganton, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Headquarters Company, 105th Eng., June 20th, 1918
Parish, Ernest V., Concord, N. C.	Wagoner	Oct. 18th, 1918	
Peterson, David E., Hickory, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Quarter Master Corps, Camp Sevier, S. C., Dec. 3rd, 1918
Pierce, Gurnie M., Statesville, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Base Hospital, Camp Sevier, S. C., sick May 18th, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Pierce, Loyce O., Statesville, N. C.	Wagoner	Sept. 14th, 1917	
Pope, Clyde J., Hickory, N. C.	Corp.	Sept. 14th, 1917	
Propst, Walter L., Hickory, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Washington Barracks, Washington, D. C., Jan. 31st, 1918
Ramsauer, Claude B., Newton, N. C.	Pvt.	Sept. 14th, 1917	
Reitzel, Earl E., Hickory, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Rink, Marvin E., Hickory, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Company B, 105th Engineers, May 16th, 1918
Ross, John R., Morganton, N. C.	Wagoner	Sept. 14th, 1917	
Rudisill, John A., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Seahorn, Joseph E., Concord, N. C.	Pvt., 1st Cl.	Dec. 15th, 1918	
Sigmon, Caswell F., Hickory, N. C.	Horseshoer	Sept. 14th, 1917	Transferred to Base Hospital, Camp Sevier, sick, May 18th, 1918
Sigmon, Dewey H., 802 9th Ave., Hickory, N. C.			
Shuford, Donald E., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Shuford, James L., Hickory, N. C.	Pvt.	Sept. 14th, 1917	
Smith, Robert L., Hickory, N. C.	Wagoner	May 17th, 1918	
Stevenson, Charles S., Hickory, N. C.	1st Sgt.	Sept. 14th, 1917	
Suddreth, Clarence R., Lenoir, N. C.	Mess Sgt.	Sept. 14th, 1917	Transferred to C.C.S., wounded, July 16th, 1918
Taylor, Hugh, Frankfort, Ky.	Wagoner	Sept. 14th, 1917	Transferred to hospital, sick, Nov. 7th, 1918
Todd, Roy H., Charlotte, N. C.	Wagoner	May 17th, 1918	
Ward, Robert P., Morganton, N. C.	Pvt.	Sept. 14th, 1917	
Watson, Kelly D., Hickory, N. C.	Wagoner	Sept. 14th, 1917	
Webster, John R., Silver City, N. C.	Pvt.	Sept. 14th, 1917	Transferred to Company E, 105th Engineers, May 16th, 1918
Whitesides, Alexander B., Lincolnton, N. C.	Wagoner	Sept. 14th, 1917	
Woods, Carl, Caryville, Tenn.	Wagoner	May 17th, 1918	
Yount, James G., Newton, N. C.	Pvt., 1st Cl.	Sept. 14th, 1917	
Yount, Vance E., Hickory, N. C.	Wagoner	Sept. 14th, 1917	Transferred to hospital, sick, Nov. 27th, 1918

105TH ENGINEER REGIMENT BAND

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Alexander, Thomas L., 705 N. Pine Street, Charlotte, N. C.	Musician, 1st Cl.		
Brown, Demps	Musician, 3rd Cl.		Died of influenza, Nov. 12th, 1918
Bulluck, Veston F., Route #5, Rocky Mount, N. C.	Musician, 2nd Cl.		
Carty, Leon C., Glidden, O.	Corp.	April 4th, 1918	
Cobb, Albert D., Altamahaw, N. C.	Musician, 2nd Cl.		
Cole, Goyan W., Albemarle, N. C.	Corp.		
Collins, Clarence M., Bessemer City, N. C.	Musician, 1st Cl.		
DeNardo, Joseph, Brockwayville, Pa.	Band Leader		Transferred, April 4th, 1919
Dorris, Frank, c/o Mrs. Florence V. Ridge, 203 South Main St., Mt. Pleasant, Tenn.	Musician		
Doyle, Claude A., Richmond, Ind.	Musician, 2nd Cl.		
Dunn, Arthur E., Asheville, N. C.	Band Leader		



NEERS TRAIN, 30th



1006 ENGINEERS TEAM 11th DIVISION CAMP JACKSON S. C.



Name and Permanent Address	Grade	Date Assigned	Name Dropped and Reason
Flowers, Robert G., Valdese, N. C.	Musician		
Frady, James C., Paris, Tenn.	Musician, 3rd Cl.		Transferred, Company B, May 17th, 1918
Francis, Walker W., c/o Miss Annie Hawkins, Gastonia, N. C.	Sergeant		
Glass, Charles B., Jr., Asheville, N. C.	Musician, 1st Cl.		
Hartman, Mark C., R. F. D. #1, Elizabethville, Dauphin County, Penn.	Musician, 1st Cl.		
Hudson, Carl E., #12, Colonial Apartment, Charlotte, N. C.	Corporal		
Johnson, Joseph A., 42 Walnut Street, Asheville, N. C.	Sergeant		
Lindquist, Alexis, St. James, Minn.	Private	April 4th, 1918	
Lyon, William E., Grant, Neb.	Musician, 3rd Cl.	Mar. 30th, 1918	
Mollenaar, Johannes, Demotte, Ind.	Musician, 3rd Cl.	Oct. 1st, 1917	
Moose, Aubrey R., Newton, N. C.	Musician, 2nd Cl.		
Moose, Everette B., Newton, N. C.	Musician, 2nd Cl.		
McGiniss, Russel W., Gastonia, N. C.	Musician, 3rd Cl.	Jan. 22nd, 1918	Transferred, April 1st, 1919
Osborne, Jessie V., Locust, N. C.	Cook	April 25th, 1918	
Osborne, John R., Locust, N. C.	Private	Oct. 1st, 1917	
Overton, Floyd D., R. F. D. #3, Ahoskie, N. C.	Musician, 3rd Cl.	April 25th, 1918	
Price, Floyd E., Newton, N. C.	Corporal		
Sides, Ogden O., Albemarle, N. C.	Musician, 1st Cl.		
Springfield, Lamar E., Mars Hill, N. C.	Musician, 1st Cl.		
Williamson, Philip M., Armstad, N. M.	Sergeant		
Yarborough, Frank G., Salisbury, N. C.	Sergeant		

MEDICAL DETACHMENT

105TH ENGINEER REGIMENT

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Campbell, Reuben A., 213 E. 2nd St., Washington, N. C.	Major, M. C.	Sept. 13th, 1917	
Norris, Henry, Rutherfordton, N. C.	Major, M. C.	Sept. 13th, 1917	Transferred to 30th Division Headquarters, Mar. 25th, 1918
Buchanan, Sidney E., Concord, N. C.	Captain, M. C.	Sept. 13th, 1917	Transferred to 3rd Division, Jan 14th, 1919
Davis, Francis M., Canton, N. C.	Captain, M. C.	Nov. 14th, 1917	Transferred to II Corps Rep. Battalion, Aug. 22nd, 1918
Evans, James L., 893 Park Ave., West New York, N. J.	Captain, M. C.	Nov. 27th, 1918	
Farnsworth, David, 645 S. Flower St., Los Angeles, Cal.	Captain, M. C.	Jan. 15th, 1919	
Hall, Burwell F., 170 W. Chestnut St., Asheville, N. C.	Captain, D. C.	Sept. 13th, 1917	Transferred to 30th Division Headquarters, Jan 28th, 1919
Hooks, Thel, Smithfield, N. C.	Captain, M. C.	Aug. 25th, 1918	Transferred to hospital and dropped, Nov. 28th, 1918
Hunter, William B., Gastonia, N. C.	Captain, M. C.	Sept. 13th, 1917	Transferred to 120th Infantry, Sept. 16th, 1918
Ray, Ralph, Gastonia, N. C.	Captain, D. C.	Sept. 13th, 1917	
Gold, Thomas B., Lattimore, N. C.	1st Lieut., M. C.	Dec. 4th, 1918	Transferred to 119th Infantry, April 5th, 1918
Manlove, William R., Nashville, Tenn.	1st Lieut., M. C.	Nov. 6th, 1917	Transferred to 119th F. H., Feb. 23rd, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Bailey, Mile R., Huron, O.	Pvt.	Oct. 28th, 1918	
Bell, Lloyd A., Rutherfordton, N. C.	Pvt.	Sept. 13th, 1917	
Callahan, John, Henrietta, N. C.	Pvt.	Sept. 13th, 1917	Transferred to 119th Ambulance Corps, Oct. 15th, 1917
Carlton, Leroy A., Rutherfordton, N. C.	Pvt.	Sept. 13th, 1917	Discharged Nov. 12th, 1917
Champion, Herbert O., Mooresboro, N. C.	Sgt.	Sept. 13th, 1917	
Christy, Zeb V., Henrietta, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Dunn, John E., Abbeville, Ala.	Pvt.	July 18th, 1918	
Elliott, Hoyle, Waco, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Elloitte, Harvey F., Columbus, N. C.	Pvt.	Sept. 13th, 1917	
Franklin, John P., Henrietta, N. C.	Pvt.	Sept. 13th, 1917	Transferred to 119th Ambulance Corps, Oct. 15th, 1917
Fry, Lewis A., Garrison, Ia.	Dent. Asst.	Sept. 13th, 1917	
Hall, James M., Tryon, N. C., Route #1	Pvt.	Sept. 13th, 1917	
Hamrick, Rester G., Shelby, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	Transferred to 30th Division Headquarters, Dec. 27th, 1918
Harrill, Robert, Forest City, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Harris, Charles W., Henrietta, N. C.	Pvt.	Sept. 13th, 1917	
Hill, Osier, Rutherfordton, N. C.	Sgt.	Sept. 13th, 1917	Transferred to 119th Ambulance Corps, Oct. 15th, 1917
Hodge, Ira, Rutherfordton, N. C.	Sgt.	Sept. 13th, 1917	Transferred to 119th Ambulance Corps, Oct. 15th, 1917
Hodge, Howard E., Rutherfordton, N. C.	Sgt., 1st Cl.	Sept. 13th, 1917	
Houser, Lee R., Rutherfordton, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Houser, Thurman F., Rutherfordton, N. C.	Sgt.	Sept. 13th, 1917	
Jackson, Albert L., Rutherfordton, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	Transferred to hospital and dropped, Oct. 2nd, 1918
Johnson, Wiert W., Clarion, Ia.	Pvt.	Oct. 28th, 1918	
Justice, Edgar, Cliffside, N. C.	Pvt.	Sept. 13th, 1917	
Keeter, Zora O., Rutherfordton, N. C.	Pvt.	Sept. 13th, 1917	Transferred to 119th Ambulance Corps, Oct. 15th, 1917
Lassahn, August C., Woden, Ia.	Pvt.	Oct. 28th, 1918	
Ledbetter, David P., Wesson, Ark.	Pvt.	Oct. 28th, 1918	
Lofquist, Elmer E., Albert City, Ia.	Pvt.	Oct. 28th, 1918	
Logan, Jack, Rutherfordton, N. C.	Dent. Asst.	Sept. 13th, 1917	Transferred to 30th Division Headquarters, Jan. 29th, 1919
Loyd, Joe B., Modesto, Ill.	Pvt.	Oct. 28th, 1918	
Lynch, Morris, Rutherfordton, N. C.	Sgt., 1st Cl.	Sept. 13th, 1917	Transferred to Company B, 105th Engineers, Oct. 18th, 1918
Mahaffee, Gerald, Henrietta, N. C.	Pvt.	Sept. 13th, 1917	
Mahaffee, John B., Henrietta, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Martin, Robert, Ellenboro, N. C.	Sgt.	Sept. 13th, 1917	Discharged Sept. 21st, 1917
Monfredo, Charles V., Rutherfordton, N. C.	Sgt.	Sept. 13th, 1917	
Newman, Edgar W., Columbus, N. C.	Pvt.	Sept. 13th, 1917	
Poteet, Val C., Rutherfordton, N. C.	Pvt.	Sept. 13th, 1917	
Proctor, Bronson, Forest City, N. C.	Pvt.	Sept. 13th, 1917	
Rhymer, Leonard C., Cliffside, N. C.	Pvt.	Sept. 13th, 1917	
Rhymer, William A., Cliffside, N. C.	Pvt.	Sept. 13th, 1917	
Roy, Saul O., 1810 Calhoun St., Fort Wayne, Ind.	Pvt.	Sept. 4th, 1918	
Scruggs, Boyce P., Rutherfordton, N. C.	Sgt.	Sept. 13th, 1917	Transferred to 114th Machine Gun Battalion, Sept. 25th, 1917
Simpson, John, Rutherfordton, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Tanner, George A., Henrietta, N. C.	Pvt.	Sept. 13th, 1917	Transferred to hospital and dropped from rolls, Oct. 2nd, 1918

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Thompson, Arthur A., Mills Springs, N. C.	Pvt.	Sept. 13th, 1917	
Waldrop, Birchett B., Rutherfordton, N. C.	Pvt., 1st Cl.	Sept. 13th, 1917	
Wilson, Lowry R., Gastonia, N. C.	Pvt.	Sept. 13th, 1917	Transferred to 119th Ambulance Corps, Oct. 15th, 1917

ORDNANCE DETACHMENT
105TH ENGINEER REGIMENT

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Glass, Jackson B., Route #2, Wildesboro, N. C.	Pvt.	May 18th, 1918	Transferred, Headquarters Company
Holler, Frank R., Marion, N. C.	Pvt.		
McMickle, Percy E., Mount Airy, N. C.	Pvt.		
Patterson, Urban D., Kings Mountain, N. C.	Corp.		
Poteat, Thomas A., Marion, N. C.	Pvt.		
William C. Ramsey, Statesville, N. C.	Sgt.		Transferred, Division Headquarters

VETERINARY DETACHMENT
105TH ENGINEERS

Name and Permanent Address	Rank	Date Assigned	Date Dropped and Reason
Cornell, William A., University Place, Neb.	2nd Lieut.	Jan. 13th, 1919	Feb. 24th, 1919
Harper, Drew S., Snow Hill, N. C.	2nd Lieut.		Jan. 9th, 1919, transferred to 3rd Division

Name and Permanent Address	Grade	Date Assigned	Date Dropped and Reason
Boyd, Elmer E., Arrarat, Va.	Farrier		Feb. 24th, 1919
McLeod, William A., Matthews, N. C.	Pvt., 1st Cl.		Feb. 24th, 1919
Stowe, Frank T., Charlotte, N. C. (R. F. D. #1)	Pvt., 1st Cl.		Feb. 24th, 1919

BRITISH PERSONNEL ATTACHED TO 105TH ENGINEER REGIMENT

For Training—June 18th, 1918 to June 30th, 1918

Name	Number	Organization
Corp. William Lyons	200092	2nd 5th South Staffords
Driver Jim Shadwell	201744	" " " "
" Edward Odderly	15906	Royal Irish Fusileers
" John Oliver	200997	2nd 5th Kings Liverpool
" Albert B. Walshaw	201417	" " " "
" Harry Holmes	201083	2nd 5th South Staffords
" Harry Clark	386220	Army Service Corps
" Charles Dade	239988	" " "
" Noah Gillespie	14826	" " "
" Richard Wylie	031360	" " "
Captain H. D. Hillier, M. C.		13th Battalion Gloucester Regiment (Pioneers)
Captain B. J. Lamplough, M. C.		" " " "
Lieut. A. I. Crookford, M. C.		" " " "

Name	Number	Organization
Lieut. G. Kingsnorth, R. E.		Unknown
2nd Lieut. Beel		13th Battalion Gloucester Regiment (Pioneers)
2nd Lieut. D. Ditchburn, M. C.		" " " "
		225th Field Corps, R. E.
Sgt. Richards, W. E.	8229	
" Found, Charlie	25565	
" Withers, G. W.	200565	
Corp. Brown, C.	21958	
" Pitman, Frank	18258	
Lieut. Corp. Vickery, E. C.	26196	
" " Spring, T.	26188	
" " Stenning, P.	31255	
Pvt. Cleal, A. J.	17852	
" Pickett, E.	136903	
Lieut. Jump		
Lieut. Corp. Watson, F. W.	205867	
Pvt. Dobson, W.		
" Barnes, G.	265974	
" Sheriff, J. R.	266130	
" Hall, T.	265838	
" Albone, S. G.	20422	
" Albone, H.	20423	
" Mason, H.	200605	
" Mason, T.	202097	
" Clouch, J.	51918	
" Booker, J.	200328	
" Rees, L. J.	26033	
" Bland, T. W.	40758	
" Watts, T.	32496	
" Hunt, J.	201054	
" Griffiths, W. J.	40103	
" Harris, N.	200793	
" Birch, H.	200700	
" Pettitt, G.	201869	
" Yeates, J. L.	201016	
" Andrews, H.	26018	
" Saunders, A.		
" Quenault, H. P.		
Sgt. Baynham, C.	19834	13th Gloucesters
Pvt. Berry, P.	201116	2nd South Stafford
Lieut. Corp. Brain, P.	16221	R. E. F.
Pvt. Byrne, T.	18617	"
" Cantrell, A.	201032	2nd 5th South Staffords
Lieut. Corp. Clark, W. G.	235043	13th Battalion Gloucesters
Pvt. Cochrance, A.	21804	R. E. F.
" Daley, C.	2069	9th R. B.
" Davis, D. J.		Welsh
" Davies, S.	200536	2nd 5th South Staffords
Sgt. Kilby, H.	18323	13th Battalion Gloucesters
Lieut. Corp. Fry, W.	24926	13th Battalion Gloucesters
Pvt. Gathern, R.	47549	10th Welsh
" Govans, I.	45059	2nd 5th South Staffords
C. Q. M. S. Grant, T.	17831	13th Gloucesters
Lieut. Corp. Guest, A. R.	18164	13th Gloucesters
Pvt. Harrison, J. H.	25837	17th Welsh
Sgt. Hubbard, G. W.	200159	1st 4 Lincolns
Lieut. Corp. Haynes, C. W.	19376	13th Gloucesters
C. S. M. Makerface, W. F.	18597	" "

Name	Number	Organization
Pvt. Moore, T. B.	45196	2nd 5th South Staffords
" Mooas, W.	201116	" " " "
Corp. Powell, A. E.	18012	13th Gloucesters
Pvt. Poxon, H.	201046	2nd 5th South Staffords
" Smithson, R.	202893	" " " "
" Smith, J.		12th S. W. B.
Sgt. Stevens, H. N.	60537	13th Gloucesters
Pvt. Strickland, H. T.	202299	Kings Regiments
Lieut. Corp. Vaughan, P.	267567	13th Gloucesters
" " Washer, H. L.	265668	" "
" " Watkins, M.	16450	10th Welsh
Pvt. Weaver, E.	202173	2nd 5th South Staffords
" Webster, S.	5405	9th R. B.
" Pugh, W.	46612	17th Welsh
Driver Peart, Fred		13th Gloucesters

OTHER OFFICERS ATTACHED TEMPORARILY AND PURPOSES FOR WHICH ATTACHED

Dowling, B. S.	Adjutant, 1st Australian Division of Engineers Attached as Liaison Officer, from Sept. 27th, to Oct. 2nd, 1918.
Lieut. Colonel Hearn	Lieut. Colonel, British Royal Engineers. Attached to temporary duty on water reconnaissance and defenses from Sept. 28th to Oct. 2nd, 1918.
Sigler, Marion T.	Lieut., Sanitary Squad #28, 30th Division. Attached for duty during attacks from Sept. 29th, 1918 to Oct. 21st, 1918 to test water supplies.
Thall, George A. N.	1st Lieut. Cofc, U S. A. Attached from Chief Engineer's Office, A. E. F., as Historian, from Oct. 15th, 1918 to Nov. 1st, 1918.
Hatto, H. E.	Lieut., British Army. Attached in charge of Motor Transport Section, B. E. F., with 105th Engineers, A. E. F., from about Oct. 5th to Oct. 20th, 1918.

CHAPTER XVIII

BIOGRAPHICAL SKETCHES AND PORTRAITS OF OFFICERS OF THE REGIMENT

HONOR ROLL OF OFFICERS



CAPTAIN BASCOM L. FIELD

Born at Lewisville, North Carolina, Feb. 1st, 1890. He received his early education from the public and High Schools. He graduated from the University of North Carolina with the degree of B. S. He then went with the R. M. Lassiter Contracting Company on Road Building, and continued in this work until he entered the Army. He was unmarried.

Captain Field entered service July 25th, 1917, as Master Engineer on the staff of the then Major Joseph Hyde Pratt, Commanding Officer of the 1st. Separate Battalion, N. C. Engineers. When the 2nd Training Camp was opened Capt. Field was sent to the Artillery Training Camp at Fort Oglethorpe. On the completion of the course he was commissioned First Lieutenant, Artillery, U. S. A. He was assigned to the 105th Engineers, and commissioned First Lieutenant, Engineers, in September, 1917. He was with Company "D" as platoon leader until September 29th, 1918, when he was killed in action. He was a member of the Advanced School Detachment sent to France from the 105th Engineers in May, 1918, and was promoted to Captain on September 21st, 1918.

Captain Field was in charge of a platoon of Company "D" doing road work in the attack on Bellicourt, September 29th, 1918. A few minutes after "ZERO" hour, as he stepped out on the road with his platoon, he was instantly killed by a bursting shell. His body is buried at Tincourt, France.

FIRST LIEUTENANT RALPH R. MARRIAN

This officer was born on March 24th, 1890, at Watertown, New York. He attended the Grammar School and the High School, Watertown, New York. His professional education was obtained at Cornell University, from which he graduated with the degree of Civil Engineer in 1915. Since graduating from college he worked with the New York Central Railroad. He was not married.

Lt. Marrian enlisted in the Infantry, New York National Guard, January 12th, 1916. He was commissioned Second Lieutenant, Engineers R. C., June 23rd, 1917. He went to the Engineer Training Camp, Washington, D. C., from September 2nd, 1917, to November 5th, 1917. He was assigned to the 105th Engineers November 5th, 1917, and was assigned to Company "B" and remained with this company. He was commissioned 1st Lt. Sept. 21st, 1918.

On October 18th, 1918, Lt. Marrian was in charge of a party of Engineers constructing a bridge over the La Selle River near St. Souplet, France. He was mortally wounded by enemy shell fire, and died that night in the Advanced Dressing Station at Bohain, France. His body lies buried at Montbrehan, France.





SECOND LIEUTENANT CHARLES A. SPEAS

This officer was born at Huntsville, North Carolina, on June 13th, 1890. He went to the North Carolina State College of Agriculture and Engineering, graduating with the degree of B. S. in Civil Engineering in 1911. He followed the practice of Civil Engineering before the War, and was Resident Engineer for the Louisville and Nashville Railway. He was not married.

He enlisted in Company "B," 1st Separate Battalion, North Carolina Engineers, August 2nd, 1917. He remained with this Company until his death. He attended the 3rd Training Camp and was commissioned Second Lieutenant, Engineers, U. S. A., October 14th, 1918. This officer was severely wounded by shell fire while building a bridge over the La Selle River near St. Souplet, on October 17th, 1918. He died October 25th, 1918, and his body lies buried at the Military Cemetery, Etaples, France. (Grave Number 69-A-14.)



FIRST LIEUTENANT HOWARD O. THORNE

Lt. Thorne was born at Spokane, Washington. He attended Grammar and High School, Yonkers, New York, and afterwards took the course in Electrical Engineering at Union College, graduating in 1911. After leaving college he went into the industrial application of electricity. He was not married.

Lt. Thorne attended the Summer Camp at Plattsburg during 1916, and spent four months at the Training Camp at Fort Meyer, Virginia, in 1917. After being assigned to the 105th Engineers, he was with Company "C", as platoon leader. He was commissioned Second Lieutenant, Infantry R. C., in July, 1917, and was promoted to First Lieutenant, Engineers, U. S. A., November 5th, 1918. He went to the hospital with the influenza in November, 1918, and later died. His body is buried in St. Sever Cemetery Extension, Roven, France.



FIRST LIEUTENANT EDWARD G. de PASCHALIS

This officer was commissioned in the Infantry R. C. as Second Lieutenant, and came to the 105th Engineers on September 4th, 1917. He did valuable work with Company "E" as company officer. Lt. Paschalis was transferred to the 117th Infantry November 16th, 1917. He was afterwards commissioned First Lieutenant, Infantry, U. S. A. This officer died of influenza. He was mentioned in Division Orders for bravery in action on the evening of September 29th, 1918, near Bellicourt, France, a copy of which is given below.

GENERAL ORDERS NO. 5:

13. FIRST LIEUTENANT EDWARD G. de PASCHALIS (DECEASED) 117TH INFANTRY

On the evening of 29th September, 1918, near BELLICOURT, this officer was ordered over the entire front line positions of the 117th Infantry to secure the dispositions of the troops. In doing so he worked almost continuously under enemy shell fire and in almost utter darkness. However, he secured all available information and returned with a sketch showing the disposition of each organization. During this battle and others this officer displayed marked devotion to duty. It was in the performance of his work that he contracted influenza and has since died.

OFFICIAL: BY ORDER MAJOR GENERAL LEWIS:

Andrew J. White, Lt.-Col. Inf., U. S. A. Adjutant.

John K. Herr, Chief of Staff.



MAJOR GENERAL E. M. LEWIS

Major General E. M. Lewis, U. S. A., was in command of the 30th Division from August, 1918, until March, 1919, when the Division was ordered to return to the United States.

OFFICERS ASSIGNED TO THE REGIMENT



BRIGADIER-GENERAL HARLEY B. FERGUSON

Brigadier-General Harley B. Ferguson was born at Wanesville, N. C., Aug. 14, 1875. Graduated from U. S. Military Academy 1897 and was assigned to the Corps of Engineers, U. S. Army. He graduated from Staff College in 1905 and War College in 1912. Brig.-Gen'l Ferguson is married and has three children.

Served with troops in Cuba, 1898; Philippines, 1899-1900; Chief Engineer, China Relief Expedition, 1900-1; Information Bureau, War Department, 1902-3; Instructor at West Point, session, 1903-4; Instructor, Ft. Leavenworth, 1905-7. He served as military engineer in charge of River and Harbor Districts, Montgomery, Ala.; Milwaukee, Wis.; New London, Conn., including fortification construction. Supervised raising of U. S. S. "Maine," Havana Harbor, 1910-12. Assigned command of 105th Engineers, August, 1917; Acting Corps Engineer, 2nd Corps, June 17th to Oct. 3, 1918; Detached from service with Regiment and 2nd Corps, Oct. 3, 1918, being ordered to American Sector for assignment as Chief Engineer, 2nd Army. Left on Oct. 17th for U. S., arrived Oct. 24th; Assigned to command Port of Embarkation, Newport News, Va., and assumed command Nov. 11, 1917.

Address: C/o The Adjutant General, U. S. Army, Washington, D. C.

COLONEL JOSEPH HYDE PRATT



Born at Hartford, Connecticut, on February 3rd, 1870. Attended Hartford Public High School and Yale University, obtaining the degree of Ph.B. in 1893 and the degree of Ph.D. in 1896. Previous to entering service he was Professor of Economic Geology at the University of North Carolina, State Engineer and State Geologist of North Carolina, Secretary of North Carolina State Highway Commission, and was a Consulting Engineer. Col. Pratt is married and has one child, a boy.

Col. Pratt was a member of the Connecticut National Guard from 1893 to 1896. He entered the North Carolina National Guard in April, 1913. He was commissioned Major and entered active service on July 24th, 1917. He was promoted to Lieutenant-Colonel November 11th, 1917, and full Colonel October 9th, 1918. Colonel Pratt was in command of the First Separate Battalion, North Carolina Engineers, which became the 1st Battalion of the 105th Engineers. He succeeded Brig.-Gen'l H. B. Ferguson in command of the regiment. After the regiment was demobilized Col. Pratt was called upon for special duty at the Post of Norfolk and was not discharged from active service until June 12th, 1919.

Colonel Pratt expects to take up again his civil work as Consulting Engineer. His permanent address is:

CHAPEL HILL, NORTH CAROLINA.



LIEUTENANT-COLONEL PERRIN C. COTHRAN.

Lt.-Col. Cothran was born in Greenwood County, South Carolina, February 22nd, 1885. He attended the Greenwood Graded School and Clemson College, graduating in 1904 in Civil Engineering. Before the war he was a member of the firm of Cothran and Cothran, Engineers and Contractors, Greenwood, South Carolina. He is unmarried.

Lt.-Col. Cothran was appointed Captain, Engineers, North Carolina National Guard, in April, 1913; attended the Plattsburg Camp in July, 1916; attended 1st Officers Training Camp, Ft. Meyer, Va., in May, 1917; appointed captain and adjutant 1st separate Battalion, North Carolina Engineers, National Guard, July 24th, 1917. He became Adjutant 105th Engineers upon the organization of the Regiment Sept. 12th, 1917. He was promoted to the rank of Major U. S. N. G. January 31st, 1918, and assumed command of the 1st Battalion, 105th Engineers. On October 25th, 1918, he was commissioned Lieutenant-Colonel and became second-in-command of the 105th Engineers.

Lt.-Col. Cothran has accepted the position of manager for Brazil for the Insurance Company of North America, and has taken up his residence at Rio de Janeiro, where he will be for at least two years. His permanent home address is 154 West Cambridge St., Greenwood, South Carolina.



LIEUTENANT-COLONEL JOHN H. FINNEY

This officer was born in Amelia County, Virginia, October 10th, 1865. He received his early education in private schools in Powhatan County, Virginia.

He followed electrical engineering until 1901 when he became connected with the Aluminum Company of America. He is at present southern manager for the Aluminum Company of America. He is married and has two children: both girls.

Lt.-Col. Finney attended the 1916 Plattsburg Training Camp, and was appointed major in the Engineer Reserve Corps, January 23rd, 1917; attended first officers' training camp at Fort Meyer, Va., May 8th to August 14th, 1917; assigned to the 105th Engineers, Sept. 1st, 1917, where he became commanding officer of the 1st Battalion. January 13th, 1918, he was assigned to duty with the Army and Navy Airship Board; sailed for France Feb. 27th, 1918; and after an investigation of the Zeppelin Airships, which investigation carried him to France, Italy, Scotland and England, he returned to the United States June 22nd, 1918. Until August, 1918, engaged in making report of investigations. From Aug. 19th to Oct. 17th, 1918, at Camp Humphries, Va., as Motor Transport officer. Appointed Lieutenant-Colonel Oct. 17th, 1918, and assigned to 324th Engineers. Attended staff college from Nov. 11th to Dec. 6th, 1918, and graduated as Division Engineer.

Honorably discharged Dec. 23rd, 1918, and reappointed Major in Engineer Officers' Reserve Corps, March 21st, 1919.

Address: C/o Aluminum Company of America, Washington, D. C.

MAJOR GEORGE LAFAYETTE LYERLY



Major Lyerly was born at Hickory, North Carolina, on February 13th, 1888. He attended the Graded School and the High School, both of Hickory, N. C., and later entered the North Carolina College of Agricultural and Mechanic Arts, graduating in 1908 with the degree of B. E. in Electrical Engineering. During a part of 1908 and 1909 Major Lyerly practiced Electrical Engineering with office at Hickory, N. C. From fall, 1909, to summer of 1916 he was buyer, manager and treasurer of the Shuford Hardware Company, Hickory, N. C. He is married and has two children.

Major Lyerly enlisted on July 31st, 1907, in the 1st Infantry, North Carolina National Guard, and was discharged July 30th, 1910. He was commissioned Captain, Infantry, N. G., March 9th, 1912, and served as such from that time until July 24th, 1917, at which time he was promoted to Major. He served with the 1st N. C. Inf. until September 12th, 1917, at which time his Battalion was transferred to the 105th Engineers, becoming the 2nd Battalion. Major Lyerly has been Commanding Officer of the 2nd Battalion, 105th Engineers, continuously since its organization. He was mentioned in Orders for conduct during the operations of the 30th Division from September 28th, 1918, to October 20th, 1918.

Major Lyerly expects to go back to the wholesale and retail hardware business after getting out of the Army, and also to engage in the manufacturing of hosiery and cotton goods. His permanent address is:

HICKORY, NORTH CAROLINA.



MAJOR CY. J. HINSON

Major Hinson was born at Chillicothe, Ohio, on December 1st, 1872. He was educated at the common schools, and then took a special course in Electrical Engineering. He was an Electrical Engineer before he entered the service. Major Hinson is married.

Major Hinson enlisted in the Regular Army, in the Quartermaster's Department, on May 23rd, 1898. He remained in the Regular Army until he was commissioned Captain on June 28th, 1916. He was the Supply Officer for the 1st Infantry, North Carolina National Guard, and with this Regiment saw service on the Border. When the 1st Infantry, N. C. N. G., was transferred to fill other organizations Major Hinson became Supply Officer for the 105th Engineer Regiment. He remained with the Engineers until the first of March, 1918, when he became Assistant Quartermaster, 30th Division, and was promoted to Major, Quartermaster Corps, U. S. A. Major Hinson has been Quartermaster 2nd Army Corps, since August, 1918.

Major Hinson expects to remain in the Regular Army, Quartermaster Corps.



MAJOR EDWARD W. MYERS

Major Myers was born at Washington, North Carolina, on October 30th, 1873. His early education was received at private schools. He later went to the University of North Carolina, specializing in Mathematics and Civil and Electrical Engineering. He received the degree of Bachelor of Science. His work has been with the United States and North Carolina Geologic Surveys, with the United States Reclamation Service, and ten years' practice of Civil Engineering, specializing in water supply and sewerage. Major Myers is married.

Major Myers was commissioned Captain, N. G., Engineers, April 18th, 1917, and organized and commanded Company "C" (Greensboro), 1st Separate Battalion, North Carolina Engineers. This company later became company "C" in the 105th Engineers. Major Myers continued with Company "C" until the 105th Engineers left for France. He has been doing various special work since, and has been with II American Corps Headquarters since the first part of September, 1918. He was commissioned Major in September, 1918.

Major Myers intends to take up again the practice of Civil Engineering. His permanent address is:

GREENSBORO, NORTH CAROLINA.

MAJOR GEORGE W. GILLETTE

Born at Marines, Onslow County, North Carolina, on November 4th, 1888. He graduated from the North Carolina College of Agricultural and Mechanic Arts in 1911, taking the degree of B. E. in Electrical Engineering. Since leaving College he has been Assistant Superintendent, Tidewater Power Company, Wilmington, North Carolina. Major Gillette is married, and has three children.

Major Gillette was commissioned Captain, Engineers, N. G., on August 2nd, 1916. He organized Company "A", 1st Separate Battalion, North Carolina Engineers, and saw service on the border with the company. He remained company commander until July 24th, 1918. He then became Regimental Supply Officer, and continued in that capacity until October 26th, 1918. At this time he was promoted to Major, and was put in command of the 1st Battalion, 105th Engineers.

In Jan., 1919, Maj. Gillette was assigned to the 3rd Division, then a part of the Army of Occupation in Germany. He was reassigned to the 105th Engineers in March and returned in command of the 1st Battalion. In May, 1919, he was assigned to duty at the Army Supply Base, Norfolk, Va.

Major Gillette, if he ever gets out of the Army, intends to take up Highway Engineering. His permanent address is:

WILMINGTON, NORTH CAROLINA.





MAJOR LEON H. BRADY

Born at Farmington, Illinois, November 15th, 1877. Graduated in Mining Engineering from the Columbia University, New York. He was engaged in Mining before the War. Major Brady is married.

Entered service May 16th, 1917. He was commissioned Captain, Engineers R. C., June 23rd, 1917, and promoted to Major September 15th, 1918. He has served with the 109th Engineers as Commanding Officer Company "E", and Commanding Officer 2nd Battalion; with the 6th Engineers as Commanding Officer the 2nd Battalion, and as Commanding Officer of the Regiment from France to the Rhine. Major Brady arrived in France October 6th, 1918. He joined the 105th Engineers January 15th, 1919.

Major Brady intends to resume the practice of Civil Engineering after leaving the Army. His permanent address is:

Care of 3612 Pasco Boulevard,
KANSAS CITY, MISSOURI.



MAJOR CLARENCE E. BOESCH

Major Boesch was born on April 12th, 1883, at York, Pennsylvania. He attended the Public Schools and the Technical High School, Washington, D. C., and then went to Cornell University, graduating with the degree of Civil Engineer. He has worked in the Engineer's Office, Memphis, Tenn., has been Assistant Engineer, Memphis Artesian Water Department, and worked in the City Engineers' Office, Chicago, Ill. For four and one-half years prior to his entrance into the Service he was Chief Engineer and Consulting Engineer in Municipal Engineering and Construction. He is married and has two children.

Major Boesch was a member of the Illinois National Guard during the organization of the Illinois Engineers. He was commissioned Captain, Engineers, N. G., North Carolina, on August 3rd, 1916. He organized Company "B", 1st Separate Battalion, North Carolina Engineers. February 7th, 1918, he was appointed Adjutant of the 105th Engineers, and remained as such until October 2nd, 1918. From Oct. 7th to January, 1919, Army General Staff College, and on Jan. 17, 1919, assigned to the 89th Division (in the Army of Occupation). On May 12th, 1919, he was commissioned Major Engineers. Returned to the United States as Assistant Chief of Staff, 89th Division, May 31st, 1919, and was discharged on June 21st, at Camp Lee, Va.

He has taken up again the practice of Civil Engineering. His permanent address is:

DURHAM, N. C.

MAJOR THEODORE E. SEELYE



Born on the 7th of November, 1887, at New Orleans, Louisiana. He attended the Grammar and High Schools of that City, and later went to the University of Michigan, specializing in Civil Engineering. After finishing college he entered the private practice of Civil Engineering, being a member of the Engineering firm of Gannett, Seelye and Fleming. He is unmarried.

Major Seelye received his military training at the American University Camp, Washington, D. C. He was commissioned Captain, Engineers, R. C., on June 13th, 1917, and entered active service September 2nd, 1917. He was assigned to the 105th Engineers on September 26th, 1917, and has been the commanding officer of Company "F", except for the time he spent at the Engineers' School, A. E. F., in May, June and July, 1918. He left for special work on the valuation of damages in France and Belgium in connection with the Peace Conference, on January 19th, 1919. He was cited in orders for action during the operations of the 30th Division from October 6th to October 12th, 1918. When the valuation committees of the American Expeditionary Forces were discontinued in February, Capt. Seelye returned to the Regiment. On March 14th, 1919, he was assigned to duty as instructor at the University of Beaume. He was commissioned Major April 9th, 1919.

Major Seelye will resume his former business after leaving the Army. His permanent address is:

204 Locust Street,
HARRISBURG, PENN.



THOMAS HENRY JOHNSTON (Y. M. C. A.)

Dr. Johnston was born March 26th, 1874, at Newry, County Down, Ireland. He was educated at Westley College, Dublin, Royal University of Ireland, and the General Theological Seminary of the Protestant Episcopal Church at New York City. Dr. Johnston has, since graduation, been in the ministry. At the time he entered the Y. M. C. A. work for duties overseas he was Dean of St. Philip's Episcopal Cathedral, Atlanta, Ga. He is married and has two children, both boys.

He was Chaplain in the Alabama National Guard in 1912, 1913 and 1914 with the rank of Captain. In May, 1918, he entered the Y. M. C. A. service for duty overseas and was attached to the 105th Engineers from August 8th until November 19th, 1918. While so attached he performed also the duties of Chaplain to the 2nd Battalion and often held services for the regiment. He returned to the United States and to his church in 1918 after the signing of the Armistice.

Dr. Johnston is Dean of St. Philip's Cathedral, Atlanta, Ga. His address is:

C/o St. Philip's Cathedral,
ATLANTA, GA.



CAPTAIN MERWIN ARMSTRONG

Captain Armstrong was born June 28th, 1888, at Fayetteville, New York. He attended Common and High School at Fayetteville, and afterwards entered the College of Civil Engineering, Cornell University. He graduated with the degree of Civil Engineer. Since leaving college he has been in the Steam Logging and Earth Moving business. He is unmarried.

Captain Armstrong entered the First Training Camp on May 8th, 1917, and was commissioned Captain, Engineers, E. R. C., June 17th, 1917. He was assigned to the 105th Engineers, and became commanding officer Company "D". Except for a short period in August and September, 1918, when he was Acting Stores Officer, Division Engineer's Office, 30th Division, Captain Armstrong had been continually with Company "D". He was slightly wounded in the Battle of Bellicourt on September 29th, 1918.

Due to the illness of his father, Captain Armstrong left the regiment in February, 1919, to return to the United States.

Captain Armstrong expected to go into the construction business after leaving the Army. His permanent address is:

FAYETTEVILLE, NEW YORK.

CAPTAIN CHARLES R. HUMPHREYS

He was born at Wayside, Maryland, on July 14th, 1881. His preparatory education was received at the Public Schools of Wilmington, North Carolina, and Pantops Military Academy. He attended the Rensselaer Polytechnic Institute at Troy, N. Y., and graduated with the degree of Civil Engineer in 1904. He has been a practicing Civil Engineer since leaving college, having been City Engineer and Engineer Commissioner of Streets, all of Wilmington, North Carolina. He is married and has two children.

Captain Humphreys entered the 1st Training Camp on May 8th, 1917, and received a commission as Captain, Engineers R. C., on June 19th, 1917. He was assigned to the 105th Engineers, and was Topographic Officer, except from Oct. 2nd to Oct. 19th, when he was Corps Water Supply Officer for 2nd American Corps. On Nov. 27th Capt. Humphreys was assigned to Light Railways and Roads, American Expeditionary Forces, and remained in this service until April 27th, 1919. He returned to the United States May 20th and was discharged June 5th, 1919.

Captain Humphreys will take up again the practice of Civil Engineering. His permanent address is:

WILMINGTON, NORTH CAROLINA.





CAPTAIN FREDERICK D. STAFFORD

Born at Keokuk, Iowa, September 16th, 1885. He received his early education at the public schools, and Smith's Private School, Chattanooga, Tenn. Later he went to Baylor's Preparatory School in the same City. His technical education was received at the Virginia Military Institute, Lexington, Va., from which he graduated from the course in Civil Engineering. From 1916 to 1917 he followed the practice of Civil Engineering, being Resident Engineer and Superintendent of Construction of the Hales Bar Lock and Dam. He is not married.

Captain Stafford spent five weeks at the First Training Camp at Fort Oglethorpe, Ga., and three weeks at the American University Camp, Washington, D. C. He was commissioned Captain, Engineers R. C., July 18th, 1917. He was assigned to the 105th Engineers on September 26th, 1917. Captain Stafford was adjutant of the 1st Battalion, 105th Engineers, and in addition was Engineer Stores Officer. He was transferred from the Regiment on November 8th, 1918, and assigned to Engineer Purchasing Office, Paris, where he remained until Jan. 29th, 1919. He returned to the United States Feb. 27th, 1919, and reported to the office of the Chief Engineer for duty.

Captain Stafford intends to resume his former business after leaving the Service. His permanent address is:

Care of 1st National Bank,
CHATTANOOGA, TENNESSEE.



CAPTAIN HENRY H. GEORGE, III

Captain George was born at Richmond, Virginia. He attended the Richmond Schools and Richmond College, receiving from the latter place the degree of B. A. in 1908. He then went to Cornell University, and graduated with the degree of Civil Engineer in 1912. Before entering the Army Captain George practiced Civil Engineering and went in for General Contracting. He is married.

Captain George was commissioned Captain, Engineers R. C., July 24th, 1917, and entered Active Service September 2nd, 1917. He did duty as company commander with the 33rd, Engineers, and on recruiting with the New York Tank Corps. He came with the 105th Engineers in January, 1918, remaining only a few weeks. He returned to the Regiment, however, in March, 1918, and has been with the 105th Engineers, as Commanding Officer, Company "C", ever since.

He will take up again General Contracting after leaving the Army. His permanent address is:

1891 Monument Avenue,
RICHMOND, VIRGINIA.

CAPTAIN GEORGE LEE HUFFMAN

Born in Catawba County, North Carolina, August 21st, 1883, he received his early education in the public schools and before entering the service was engaged in the box manufacturing business at Hickory, N. C. He is married and has two children.

Capt. Huffman began his military career as a private in Company "A", 1st N. C. Infantry, June 18th, 1904, and remained in the enlisted personnel until commissioned 2nd Lt. Infantry N. G., April 8th, 1910. He was assigned to the same company and served as 2nd Lieutenant until March 23rd, 1914, and as 1st Lieutenant, same company, to July 24th, 1917, when he was appointed Captain. On Sept. 13th, 1917 he was transferred with his company to the 105th Engineer Train, but as the commander of an engineer train carries only the rank of 1st Lieutenant, Captain Huffman was transferred to the infantry. He sailed for "over seas" September 23rd, 1918, returned to the United States in March, 1919, and was discharged March 11th, 1919.

Capt. Huffman is now employed in the manufacture of boxes and his address is:

701 10th Avenue,
HICKORY, NORTH CAROLINA.





CAPTAIN WILLARD P. SULLIVAN

Was born December 29th, 1880, at Savannah, Georgia. Captain Sullivan received his early education from private and boarding schools. He went to the Georgia School of Technology, receiving in 1901 the degree of B. S. M. E. He has since taken a course in Mining Engineering. He spent 16 years in general Mining Engineering, and just previous to his entrance in the service was engaged in the manufacturing of Automatic Foot Power Machines. He is married.

Captain Sullivan was commissioned Captain, Engineers, R. C., on August 4th, 1917. From September 2nd, 1917, to September 26th, 1917, he was at the American University Camp, Washington, D. C. He joined the 105th Engineers October 1st, 1917, and was assigned to Company "E" on October 14th, 1917. He was commanding officer of the company "E" until Sept. 15th, 1918, when he was put on special duty in the adjutant's office. On October 2nd, 1918, he was appointed adjutant of the Regiment. On March 13th, 1919, he was evacuated to the hospital. He returned to the United States April 28th, 1919, and was discharged June 13th, 1919.

Captain Sullivan is the head of the Sullivan Engineering and Machinery Company, Norfolk, Va. His permanent address is:

No. 7, Arlington Apartments,
NORFOLK, VIRGINIA.



CAPTAIN LEWIS W. SWOPE (Chaplain)

Born at Lindside, West Virginia, August 29th, 1876. Captain Swope received his early education in the public schools. After graduating from the high school he attended the Southern Baptist Theological Seminary, from which he graduated and became a Baptist pastor. His work as pastor had been done prior to the war in North and South Carolina. He is married and has three children.

Captain Swope entered the service May 19th, 1915, in the State National Guard as Captain and Chaplain, and was in service on the Mexican Border, 1916-1917. On August 5th, 1917, he received his commission in the Federal service as Captain and was with the 105th Engineers from September 26th, 1917, to December 20th, 1917, when his resignation was accepted and he was discharged.

Captain Swope is now at Erwin, Tennessee, where he is pastor of the Baptist church. His address is:

ERWIN, TENNESSEE.

CAPTAIN WILLIAM W. HOLDEN

This officer was born at Dallas, Texas, on December 1st, 1889. He was educated at the Austin High School and the University of Texas. Before the War he followed the profession of Electrical Engineering and Street Railways. He is not married.

Captain Holden entered service September 2nd, 1917. He spent three months in a Reserve Officers' Training Camp, receiving the commission as Captain, Engineers R. C. Since being commissioned he has seen service with the 55th Engineers, the 6th Engineers, and the 3rd Division Engineer Office. He was assigned to the 105th Engineers in January, 1919, reporting on January 22nd, 1919. He was assigned to 1st Battalion as Adjutant.

Captain Holden expects to go into Street Railways' employ after the war. His permanent address is:

No. 32 Wheeler Street,
AUSTIN, TEXAS.





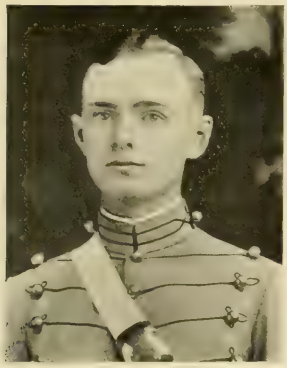
CAPTAIN K. S. LITTLEJOHN

Captain Littlejohn was born on February 6th, 1877, at Upper Montclair, New Jersey. He attended the Montclair and Stevens High School, and the Stevens Institute of Technology. Before entering service he was engaged in Enginering, specializing in Contracting, Railroads, and Hydraulics. He is married and has three children.

Captain Littlejohn entered service on December 28th, 1917, having been commissioned on September 26th, 1917, a Captain, Engineers, R. C. While in service he has been commanding officer of companies and battalions. He came to the 105th Engineers on January 16th, 1919, from the 6th Engineers. Captain Littlejohn has been awarded the Distinguished Service Cross for bravery in action on October 18th, 1918, while with the 6th Engineers.

Captain Littlejohn expects to go into Contracting and Engineering. His permanent address is:

434 West 120th Street,
NEW YORK CITY.



CAPTAIN G. B. TROLAND

Capt. Troland was born Jan. 25th, 1895. He was educated in the public schools of New London, Conn., and later at Brown University.

Captain Troland was graduated from the United States Military Academy at West Point in September, 1917, and was assigned to the 105th Engineers as a First Lieutenant. He reported for duty in October and in December received the commission as Captain. He remained with the regiment until March, 1918, when he was ordered to other duties. He served overseas.

His permanent address is:

C/o Adjutant General, U. S. Army,
WASHINGTON, D. C.

CAPTAIN GUY L. WINTHROP



Born at Tallahassee, Florida, on June 26th, 1886. He received his early education at public schools and later took the A. B. degree at the University of Florida. He then entered the Sheffield Scientific School of Yale University, and graduated with the degree of Civil Engineer in 1907. From 1907 to 1911 he spent in hydraulic power construction and design, and power transmission line location and design. From 1911 to 1916 he was on railway location and maintenance. Captain Winthrop is unmarried.

Captain Winthrop enlisted in the 5th Company, Coast Artillery Corps, N. C. N. G., October 12th, 1916. He became 1st Class Gunner and Chief of Range Section. He was honorably discharged from the Coast Artillery Corps June 26th, 1916. He was commissioned 2nd Lieutenant, Infantry N. G., June 26th, 1916, and was assigned to Company "D", 1st North Carolina Infantry, with which unit he remained until his transfer to Company "B", North Carolina Engineers, as 1st Lieutenant on September 23rd, 1916. He has been with this Company ever since. He was promoted to Captain, Engineers N. G., on February 20th, 1918.

Captain Winthrop is not certain whether he will go back to Engineering, or take up cattle raising. His permanent address is:

525 North Monroe Street,
TALLAHASSEE, FLORIDA.



CAPTAIN ZAC P. SMITH, JR.

Captain Smith was born at Memphis, Tenn., on August 20th, 1884. He received his education at the Alabama Polytechnic Institute, Auburn, Ala., and Columbia University, New York. He was in charge of the Zac Smith Tours (European), and was connected with the Zac Smith Stationery Company, Birmingham, Alabama. He is single.

He entered Service May 12th, 1917, attending the 1st Engineer Training Camp. He was commissioned 1st Lieutenant August 15th, 1917, and promoted to Captain March 12th, 1918. He was assigned to the 105th Engineers September 2nd, 1917, and since joining the Regiment has been at times Supply Officer and Personnel Adjutant.

Captain Smith will resume his connection with the Zac Smith Stationery Company, Birmingham, Alabama, specializing in Office Supplies, Office Furniture, Printing and Engraving. His permanent address is:

The Zac Smith Stationery Company,
BIRMINGHAM, ALABAMA.



CAPTAIN GEORGE J. BROOKS

Born at Beaufort, North Carolina, on December 2nd, 1889. He received his education at St. Pauls, Wake Forest College, Wake Forest, N. C., and at the North Carolina College of Agricultural and Mechanic Arts. He entered the practice of Civil Engineering, being engaged in River and Harbor Improvement, Engineer Department, Wilmington, North Carolina. He is married and has one child.

Captain Brooks entered the 1st Training Camp on May 8th, 1917. He was commissioned 1st Lieutenant May 5th, 1917, and assigned to the 105th Engineers August 31st, 1917. He was platoon commander with Company "A" from July, 1917, to May, 1918. He was commissioned Captain, Engineers, U. S. A., May 5th, 1918. He was sick in Base Hospital in May when the regiment left for overseas and on his return in July, 1918, was assigned to Company "A" as Company Commander. He was Adjutant 1st Battalion from December 1st., 1918, until Jan. 13th, 1919, when he was transferred to the 6th Engineers, with the 3rd Division in the Army of Occupation in Germany.

Captain Brooks intends to take up the practice of Civil Engineering when he leaves the Army. His permanent address is:

BEAUFORT, NORTH CAROLINA.



CAPTAIN MYRON K. BLACKMER

He was born on February 6th, 1893, at Colorado Springs, Colorado. He attended the St. Paul's School, Concord, New Hampshire, and the Sheffield Scientific School, Yale University. Before entering the Army he was in the oil business with the Midwest Refining Company, Denver, Colorado. Captain Blackmer is not married.

Captain Blackmer entered service on June 18th, 1917. He was commissioned Second Lieutenant, Engineers, June 6th, 1917, First Lieutenant, Engineers, July 10th, 1917, and Captain, Engineers, August 31st, 1918. He served with the 16th Engineers from June, 1917, to July, 1918, and was a casual officer during July, August and September, 1918; with the 6th Engineers from September, 1918, to January, 1919. He joined the 105th Engineers January 24th, 1919.

Captain Blackmer has taken up his former work with the Midwest Refining Company. His permanent address is:

Midwest Refining Company,
DENVER, COLORADO.



CAPTAIN GEORGE P. MURPHEY

Captain Murphey was born at Parkesburg, Chester County, Pennsylvania. He went to the Parkesburg High School, and then to the Pennsylvania State College, from which institution he graduated with the degree of Electrical Engineer in 1913. After leaving College he worked as Superintendent of General Construction. He is unmarried.

He was commissioned Second Lieutenant June 13th, 1917. He entered service on September 2nd, 1917. Between September 2nd and September 27th, 1917, Captain Murphey attended the American University at Washington, D. C. He was with the 105th Engineers after September 27th, 1917, and commanded a platoon of Company "F" until October 26th, 1918, with the exception of the times when he was with the advanced school detachment in May, June and July, 1918, and one week in October, 1918, during the Somme offensive, when he was in command of Company "D", during Captain Armstrong's absence. Captain Murphey was commissioned First Lieutenant, Engineers N. G., February 22nd, 1918, and promoted to Captain, Engineers U. S. A., on October 26th, 1918. He was cited in orders for meritorious conduct in action on September 29th, 1918, at Bellicourt, France.

Captain Murphey intends to take up again the General Contracting business. His permanent address is:

3551 York Road,
PHILADELPHIA, PENNSYLVANIA.



CAPTAIN FRANCIS B. WARFIELD

Born at Columbia, Tennessee, on June 11th, 1891. He attended Columbia Military Academy and Vanderbilt University. He has been in the general practice of Engineering, and in the operation of Electrical Lighting Plants. Captain Warfield is not married.

Captain Warfield entered the service July 25th, 1917. He was commissioned First Lieutenant, Engineers R. C., July 26th, 1917, and Captain Engineers, U. S. A., November 5th, 1918. He was assigned to the 105th Engineers September 26th, 1917. Since being with this Regiment he has been with Company "E", Stores Officer with the Division Engineer, 30th Division, and Supply Officer, 105th Engineers. He was a member of the Advanced School Detachment from the 105th Engineers to France in May, 1918. Captain Warfield was slightly wounded at the Battle of Bellicourt, September 29th, 1918, but remained on duty. He was in command of Company "E" from September 15th to October 12th, 1918.

Captain Warfield has resumed the practice of General Engineering in Nashville, Tenn. His permanent address is:

COLUMBIA, TENNESSEE.

CAPTAIN SCHENK H. GRIFFIN

Captain Griffin was born at Lenoir, North Carolina, August 27th, 1887. He attended the Lenoir High School and the University of Oklahoma, taking the course in Civil Engineering. In civil life he followed the profession of Railroad Engineering. He is married and has two children.

Captain Griffin was commissioned 1st Lieutenant, Engineers R. C., on June 19th, 1917. He entered active service on September 2nd, 1917. He was assigned to the 105th Engineers on September 27th, 1917, and has been connected with Company "A" ever since. He was promoted to Captain, Engineers, U. S. A., on November 5th, 1918. He was wounded in Action September 28th, 1918, and returned to the regiment November 8th, 1918, after which time he commanded Company "A" until he was transferred to the 6th Engineers in January, 1919.

Captain Griffin is one of those officers who expressed a preference for the Regular Army. If he goes back to civil life he intends to resume Railroad Engineering. His permanent address is:—

ERLANGER, KENTUCKY.





CAPTAIN WALLACE W. RIDDICK

This officer was born at West Raleigh, North Carolina, on July 31st, 1894. He attended the Raleigh High School, Wake Forest College, and the North Carolina State College of Agriculture and Engineering. He graduated in 1916 with the degree of B. E. in Civil Engineering. Before entering service he was Assistant Engineer with the Seaboard Railroad on Railway Construction. Captain Riddick is married and has one child.

Captain Riddick was commissioned First Lieutenant, Engineers N. G., on May 11th, 1917, and entered service at the same time with Company "A," 1st Separate Battalion, North Carolina National Guard. He remained with Company "A" until after it was transferred to the 105th Engineers, and was afterwards transferred to the 115th Field Artillery. He was commissioned Captain, Field Artillery U. S. A., Dec. 25th, 1918.

He is engaged in Mill Engineering.

WEST RALEIGH, NORTH CAROLINA.



CAPTAIN CHARLES E. ELLICOTT

He was born on March 21st, 1892, in Baltimore County, Maryland. He went to the public schools and the High School of Baltimore. He received the degree of A. B. from Johns Hopkins University in 1913, having specialized in Physics and Mathematics. He later spent two years at the Massachusetts Institute of Technology, specializing in Marine Engineering and Naval Architecture, graduating with the degree of B. S. in 1915. He has spent two years in the practice of Marine Engineering. He is not married.

Capt. Ellicott was commissioned First Lieutenant Engineers, R. C., August 30th, 1917. He trained at the American University, Washington, D. C. On October 1st, 1917, he was assigned to the 105th Engineers and to Company "F." He remained with Company "F" during the entire service and was, during Captain Seelye's absence, in command. On February 20th, 1919, he was promoted to Captain and remained in command of Company "F."

Capt. Ellicott has resumed his work in Marine Engineering. His permanent address is:

1111 Bush Street,
BALTIMORE, MARLYAND.

CAPTAIN HARRY S. TUCKER

This officer was born at Lowesville, Amherst County, Virginia, on February 7th, 1890. He received his education at the public schools, at the Amherst High School, and Washington and Lee University. From this latter place he graduated in 1910 with the degrees of B. A. and B. S. After leaving college Capt. Tucker practiced Civil Engineering, and was Professor of Railroad Engineering at the North Carolina State College of Agricultural and Mechanic Arts. He is also a lawyer, being a member of the North Carolina Bar. He is married.

Capt. Tucker enlisted in the 1st Company, Coast Artillery Corps, North Carolina National Guard, February 12th, 1916. He became 1st Class Gunner and Plotter. He was transferred to Headquarters, 1st Separate Battalion, North Carolina Engineers, in May, 1917, as Master Engineer. He received commission as Second Lieutenant, Engineers, N. G., on November 12th, 1917, and was promoted to First Lieutenant, Engineers, N. G., November 28th, 1917. Since being with the 105th Engineers, Capt. Tucker has been Intelligence Officer, Officer in Charge of Mapping, Division Engineer's Office, and adjutant 2nd Battalion since September 12th, 1918. He was promoted to Capt. Engrs., U. S. A., Feb. 20th, 1919.

Capt. Tucker has resumed his work at the North Carolina State College of Agriculture and Engineering. His permanent address is:

1301 Hillsboro Street,
RALEIGH, NORTH CAROLINA.





CAPTAIN RICHARD E. HEFLER

Born at Dennis, Mass., on March 25th, 1893. He attended the Dennis High School, Barnstable High School, and the Massachusetts Institute of Technology, specializing in Civil Engineering. Since leaving college Capt. Hefler has engaged in the practice of Civil Engineering. He is unmarried.

Capt. Hefler entered the Army May 12th, 1917. Received commission as Second Lieutenant July 26th, 1917, and that of First Lieutenant November 6th, 1917. He attended Officer's Training Camp during May, June and July of 1917, and was assigned to the 6th Engineers on completing the course at the Camp. He remained with this organization until January 15th, 1919, at which time he was assigned to the 105th Engineers. He was commissioned Capt. Engrs, U. S. A., Feb. 23rd, 1919.

Capt. Hefler has resumed the practice of Civil Engineering. His permanent address is:

DENNIS, MASS.

CAPTAIN THEODORE EARLE

Capt. Earle was born at Elizabeth, N. J., May 11th, 1884. He received his education at Cornell and Columbia Universities, spending two years in the study of mechanical engineering and three years in mining engineering.

He entered active service as Captain, Engineers R. C., April 17th, 1918. Until Sept. 20th, 1918, he was Technical Officer with the 55th Engineers; Sept. 20th, 1918, to Feb. 7th, 1919, Chief Instructor of Mining Section, Army education at Cornell and Columbia Universities, spending two years in the study of mechanical engineering and three years in mining engineering.

Capt. Earle has resumed the practice of mining engineering. His permanent address is:

165 Broadway,
NEW YORK CITY.

FIRST LIEUTENANT WILLIAM A. PESCHAU



Lt. Peschau was born at Wilmington, North Carolina, February 18th, 1884. He attended the Cape Fear Academy, Wilmington, N. C., and the North Carolina College of Agricultural and Mechanic Arts. He was Superintendent of Machine Shops and a Railroad Draughtsman before his entrance into service. He is married.

Lt. Peschau joined Company "A," North Carolina Engineers, August 24th, 1916, having been commissioned Second Lieutenant, Engineers, N. G., August 22nd, 1916. He served with this company on the Border. He was commissioned First Lieutenant, Engineers N. G., January 20th, 1917. Since his company became incorporated into the 105th Engineers he has been with Company "C" as Senior First Lieutenant. He has also been Judge Advocate of the Special Court-Martial of the Regiment. In January, 1919, Lieutenant Peschau was transferred to the 90th Division in the Army of Occupation.

Lt. Peschau is not certain what business he will follow after he gets out of the Regular Army. His permanent address is:

310 North Fifth Avenue,
WILMINGTON, NORTH CAROLINA.



FIRST LIEUTENANT JOSEPH T. WADDELL

He was born at Richmond, Virginia, on February 17th, 1884. He went to the Richmond High School and to Richmond College. He took his technical education at Lehigh University, with the degree of E. M. in 1907. He has been engaged in the practice of Civil Engineering, specializing in Municipal Engineering. Lt. Waddell is married.

Lt. Waddell entered active service June 20th, 1916, as First Sergeant of Troop "B," 1st Virginia Cavalry. He saw Border Service with this unit. He received his commission as First Lieutenant, Engineers R. C., June 23rd, 1917. After finishing at the Second Training Camp, he was assigned to the 105th Engineers. He has been platoon leader, Company "D," Transport and Supply Officer of the 2nd Battalion while the Regiment was with the British, and Inspector Battalion Transport, 2nd Battalion.

Lieutenant Waddell will go into the General Contacting business. His address is:

RICHMOND, VIRGINIA.



FIRST LIEUTENANT HUGH A. HAMILTON

He was born in Philadelphia, Penn., September 8th, 1892. He attended the Philadelphia Central High School, Cornell University, and the University of Pennsylvania, obtaining the degrees of B. A. and B. S. in Architecture. He has been in Building Construction and in the Office of John T. Windrim, Architect, Commonwealth Building, Philadelphia, Penn. He is unmarried.

Lt. Hamilton entered service June 19th, 1916. He was commissioned First Lieutenant, Engineers R. C., June 28th, 1917. He was attached to the 105th Engineers during January, 1918, and while attached was one of the officers of Company "C." He was permanently assigned to the Regiment on September 2nd, 1918. He was assigned to Company "C," and was with that company continuously until January, 1919, when he was transferred to the 6th Engineers with the Army of Occupation in Germany.

He intends to go into Building Construction after the War. His permanent address:

7007 York Road,
PHILADELPHIA, PENN.

FIRST LIEUTENANT HOWARD S. ROBINSON

Lt. Robinson was born on April 23rd, 1889, at Chicago, Illinois. He attended the Graded and High Schools of Chicago. His technical education was obtained at the University of Illinois, and the Michigan College of Mines, specializing in Mining Engineering. Since leaving college he has followed Mining Engineering, having worked as Chemist and Surveyor, Mesabi Range, Minn.; Engineer, Zinc Exploration, New Markey, Tenn.; as Engineer and Superintendent of the Trethewey Silver Cobalt Mine, Cobalt, Ont., Canada. He is not married.

Lt. Robinson was commissioned First Lieutenant, Engineers, R. C., July 10th, 1917. He attended the American University, Washington, D. C., from September 1st, 1917, to September 26th, 1917. He was assigned to the 105th Engineers September 26th, 1917. Since being with this Regiment Lt. Robinson has been with Company "C," except for a period from September 15th, 1918, to January 15, 1919, when he was Stores Officer with the Division Engineer, 30th Division.

Lt. Robinson will take up again the practice of Mining Engineering. He will be located at Chicago, Ill.





FIRST LIEUTENANT CLARENCE S. STROUP

Lt. Stroup was born on December 2nd, 1894, in Gaston County, North Carolina. He received his early education from the Graded Schools. Later he took a course in the Bliss Electrical School, Washington, D. C. For eight months he was in the Maintenance Department, Southern Power Company, Charlotte, N. C. For six months he was General Utility Man for the Gastonia Public Works, Gastonia, N. C. He is not married.

Lt. Stroup enlisted in Company "B," 1st North Carolina Infantry, February 28th, 1914. He remained with the company, saw service on the border, and became First Sergeant. On the 24th of July, 1917, he was commissioned First Lieutenant, Infantry N. G. He was transferred with his company to the 105th Engineers on September 15th, 1917. Since being with the 105th Engineers he has continued with Company "D" as Senior First Lieutenant. On April 4th, 1919, while at St. Nazaire, he was sent to the hospital. He later recovered and returned to United States in June, 1919.

Lt. Stroup is not certain what business he will follow. His permanent address is:

MOUNT HOLLY, NORTH CAROLINA.



FIRST LIEUTENANT ALBERT H. SPENCE

He was born at Dublin, Ireland, on December 4th, 1885. His education was received at Dublin University. Since coming to America he has engaged in the practice of Civil Engineering. He is married.

Lt. Spence enlisted in Company "I," 10th Infantry, New York National Guard, May 11th, 1911. He remained with this unit until September, 1916, when he was honorably discharged. He was commissioned First Lieutenant, Engineers R. C., July 27th, 1917. He attended the American University, Washington, D. C., and was assigned to the 105th Engineers September 26th, 1917. He has been with Company "B" since his assignment to the Regiment. Lt. Spence was a member of the Advance School Detachment from the 105th Engineers which came to France in May. On his return from this School on July 16th, 1918, he was wounded by a German aeroplane bomb. It was not until December, 1918, that he recovered sufficiently to return to the regiment. He was then appointed adjutant of the 1st Battalion.

Lt. Spence has resumed the practice of Civil Engineering. His permanent address is.

AUBURNDALE, FLUSHING, NEW YORK,
LONG ISLAND.

FIRST LIEUTENANT FREDERICK H. KORNFELD

He was born at Louisville, Kentucky, on October 6th, 1886. He received his education in the Preparatory Schools of Louisville, and at the Rose Polytechnic Institute, Terre Haute, Indiana. He was a Telephone and Railroad Engineer before entering the Army. He is not married.

Lt. Kornfeld entered service September 30th, 1917, having been commissioned First Lieutenant, Engineers R. C., on August 4th, 1917. He was platoon commander with the 2nd Engineers from May 30th, 1918, to July 12th, 1918. At the latter date he was assigned to the 105th Engineers, and has been platoon commander at different times with Companies C, B and E. On Feb. 1st, 1919, he was transferred to the office of the Chief Engineer, American Expeditionary forces at Tours, France.

Lt. Kornfeld is not yet certain as to the kind of work he will take up after leaving the Army. His permanent address is:

1236 South Floyd Street,
LOUISVILLE, KENTUCKY.





FIRST LIEUTENANT JOHN M. PHILLIPS

Lt. Phillips was born on January 9th, 1893, at Red Creek, New York. He attended the Graded School at Fair Haven, N. Y., and the High School at Bridgeport, Connecticut. He completed a four-year course in Civil Engineering at Cornell University, specializing in Civil Engineering. He obtained the C. E. degree in 1914. Before the War he was engaged in general Civil Engineering, specializing in Contracting and Material Supply. He is married and has two children.

He was commissioned a First Lieutenant, Engineers R. C., on August 4th, 1917, and ordered into Active Service December 28th, 1917. He attended the Third Training Camp for Engineer Officers at Camp Lee, Virginia, from January 5th, 1918, to March 7th, 1918, at which latter date he was assigned to the 105th Engineers. Lt. Phillips was with Company "E" as platoon commander.

Lt. Phillips has resumed the practice of Contracting and Engineering. His permanent address is:

FAIR HAVEN, NEW YORK.



FIRST LIEUTENANT HERBERT A. CHURCH

Was born in 1870 at Washington, D. C. Before entrance into the Service was engaged in the practice of Engineering at Greensboro, N. C. He is not married.

Lieutenant Church was commissioned First Lieutenant, Engineers, N. G., April 11th, 1917. He was a company officer in Company "C," of the 1st Separate Battalion, North Carolina Engineers. After this Battalion became the first Battalion of the 105th Engineers, Lt. Church continued with Company "C," but was later transferred to Company "B." He was wounded by an aerial bomb on July 16th and evacuated. After leaving the Regiment and recovering from his wound Lt. Church was stationed at Angus, France, and was engaged in carrying replacements to the front until October 28th, 1918, when he was assigned to the 82nd Division. He remained with the 82nd Division until its demobilization.

Lt. Church has resumed the practice of Civil Engineering. His permanent address is:

112 Malverne Avenue,
CHERRYDALE, VIRGINIA.



FIRST LIEUTENANT WILLIAM A. CLARK

Lt. Clark was born at Franklin, Ohio. He received his education at Harvard University and the Massachusetts Institute of Technology. He was engaged in the wholesale lumber business before the war. He is not married.

He enlisted May 15th, 1917, and was commissioned First Lieutenant, Engineers R. C., on August 15th, 1917. He came to France with the 20th Engineers on November 26th, 1917. Since being in France he has been with the 20th Engineers and the 6th Engineers, acting, with both Regiments, as company officer. He joined the 105th Engineers January 24th, 1919.

Lt. Clark has entered the Wholesale Lumber business. His permanent address is:

31 Cedar Street,
BOSTON, MASSACHUSETTS.



FIRST LIEUTENANT A. A. EVANS

This Officer was born at Austin, Texas, on January 22nd, 1890. He spent six years at the University of Texas, afterwards spending two years with the General Electric Company. He is also a lawyer, and has practiced for one year. He is not married.

Lt. Evans entered the service May 10th, 1917, and was commissioned First Lieutenant, Engineers R. C., August 15th, 1917. He has been company officer and Acting Supply Officer with the 315th Engineers. He joined the 105th Engineers January 22nd, 1919, and was transferred the same month.

Lt. Evans will take up Engineering after getting out of the service. His permanent address is:

612 North 12th Street,
WACO, TEXAS.



FIRST LIEUTENANT PALMER H. OLSON

Born on October 22nd, 1894, at Clifton, Texas, he graduated from the Clifton High School in 1912, and from the Texas A. & M. College in 1916. Previous to entering the Army he was in the employ of The Western Electric Company, doing commercial work at Hawthorn, Ill. Lt. Olson is not married.

Lt. Olson entered service on May 14th, 1917. He was commissioned 2nd Lieutenant June 19th, 1917, and promoted to First Lieutenant August 15th, 1917. His entire service has been with troops in the field. He joined the 105th Engineers January 22nd, 1919.

Lt. Olson intends to enter commercial work with The Western Electric Company, Dallas, Texas. His permanent address is:

CLIFTON, TEXAS.

FIRST LIEUTENANT FREDERICK DEV. SILL



Born May 30th, 1885, at Cohoes, New York. He attended the public schools at Cohoes and the Albany Academy, Albany, New York. He graduated from the Rensselaer Polytechnic Institute, Troy, New York, with the C. E. degree, 1907. He has been a Civil Engineer located on the Panama Canal since leaving college. He is not married.

Lt. Sill was commissioned First Lieutenant, Engineers R. C., September 7th, 1917, and attended the Engineer Reserve Officers' Training Camp at Camp Lee, Virginia, from January 5th, 1918, to April 10th, 1918. He was assigned to the 105th Engineers on April 11th, 1918. Since being with the Regiment he has been platoon commander in Company "F." Lt. Sill was mentioned in orders for action near Ponchaux, France, on October 8th, 1918, and also received the Distinguished Service Cross and the British Military Cross. He left the Regiment on January 19th, 1919, to take up special work with the Chief Engineer on valuations. This work was abandoned and Lt. Sill returned to the regiment February 16th, 1919.

Lt. Sill will take up again the practice of Civil Engineering. His permanent address is:

The Rectory,
COHOES, NEW YORK.



FIRST LIEUTENANT LOU B. CLEVELAND

Born at Watertown, N. Y., May 13th, 1886, he received his early education in the Watertown public schools and later graduated in Civil Engineering from Cornell University in 1907. He was engaged in General Engineering and contracting before entering the army. He is not married.

Lt. Cleveland received one year's training at Cornell University and three months at the College Men's Training Camp, New York. He was commissioned First Lieutenant, Engineers R. C., October 1st, 1917. Was with the 105th Engineers October 1st, 1917, to January 23rd, 1918, when he was assigned to the Joint Army & Navy Airship Board. As a member of this board he left the United States Feb. 27th, 1918, and returned June 24th, 1918. From August 8th to October 10th, 1918, he was with the Transportation Corps of the American Expeditionary Forces on railroad work. From October 10th until the signing of the Armistice, November 11th, 1918, with the exception of a few days in the Argonne, he was Water Transport Officer for the American Second Army. December 22nd to Jan. 17th with the 26th Engineers at Bordeaux. Jan. 17th to February 15th with the Peace Commission on valuation of damage Commission for Roumania. He returned to the United States with the 26th Engineers and was discharged April 4th, 1919.

Lt. Cleveland has resumed his practice of Civil Engineering and Contracting. His address is:

Cleveland Building,
WATERTOWN, N. Y.



FIRST LIEUTENANT ROBERT M. WILLIAMS

He was born on December 25th, 1893, at Wilmington, North Carolina. He received his education at the Grammar School and the High Schools of Wilmington. Since leaving school he has been almost entirely with the National Guard. He is married.

Lt. Williams enlisted in the 2nd Company, Coast Artillery Corps, North Carolina National Guard, July 18th, 1911. He was transferred to Company "A," North Carolina Engineers, August 24th, 1916. He did Border Service with the company as First Sergeant. Lt. Williams attended the Plattsburg Training Camp from June 3rd, 1916, to July 2nd, 1916. He was commissioned Second Lieutenant, Engineers, N. G., February 12th, 1917, and was promoted to First Lieutenant, Engineers, N. G., November 12th, 1917. Since being with the Regiment he has been with Companies "A" and "E" as platoon commander and company commander. He was also acting Regimental Supply Officer in November and December, 1918. He returned to the United States with Company "A."

His present address is:

WILMINGTON, NORTH CAROLINA.

FIRST LIEUTENANT JOHN H. TRESCOTT

He was born at Pendleton, South Carolina. Went to the Pendleton Graded School and the High School. He completed the course in Civil Engineering at Clemson College, South Carolina. Before entering service he was engaged in Telephone Engineering. He is not married.

Lt. Trescott entered active service September 7th, 1916, with Company "B," North Carolina Engineers, having been commissioned Second Lieutenant, Engineers, N. G., on the same date. He saw service on the Border with this Company, and has been with it continuously since, except for a short period in the Spring of 1918, when he was with Company "F." He was commissioned First Lieutenant, Engineers, N. G., November 28th, 1917. In March, 1919, Lt. Trescott returned to the United States on account of sickness in his family.

Lt. Trescott expects to take up again the practice of Engineering. His permanent address is:

Box Number 88,
PENDLETON, SOUTH CAROLINA.





FIRST LIEUTENANT PETER M. NICOLETT

He was born on July 23rd, 1891, at Krebs, Oklahoma. He attended the Oklahoma Preparatory College and the Oklahoma School of Mines. Before entering the Army he was engaged in Mining and Electrical Engineering. Lt. Nicolett is unmarried.

Lt. Nicolett entered service on May 15th, 1917. He received commission as Second Lieutenant on August 15th, 1917, and was promoted to First Lieutenant January 1st, 1918. Lt. Nicolett joined the 105th Engineers January 20th, 1919. Since being in the Army he has always served with troops.

Lt. Nicolett expects to engage in Mining. His permanent address is:

BACHE, OKLAHOMA.



FIRST LIEUTENANT FRANK L. CLINE

Lt. Cline was born on March 14th, 1888, at Hickory, North Carolina. He attended the High School at Hickory, N. C., and Lenoir College at the same place. He worked three years as machinist, two years as automobile salesman, and four years as clerk. He is married and has one child.

He enlisted in Company "A," 1st North Carolina Infantry, August 8th, 1906, and has been continuously with this company. It was transferred to the Engineers as the 105th Engineer Train Sept. 14th, 1917. Lt. Cline was commissioned Second Lieutenant, Infantry N. G., March 16th, 1914, and as First Lieutenant, Infantry N. G., July 24th, 1917. With his company he saw service on the Border. Since being with the Engineers he has been the Commanding Officer of the 105th Engineer Train.

Lt. Cline expects to go into the Wholesale Grocery business. His permanent address is:

No. 926 Ninth Avenue,
HICKORY, NORTH CAROLINA.

FIRST LIEUTENANT VAN COURT WARREN



Born November 20th, 1887, at St. Louis, Mo., Lieutenant Warren received his education at the Harvard School and University High School in Chicago, Ill., and later graduated from the Massachusetts Institute of Technology in 1910, with the degree of B. S. in Mining Engineering. Before his entrance into the service he was a Consulting Mining Engineer at Los Angeles, California. He is single.

Lieutenant Warren received the commission of 2nd Lieutenant Engineers R. C., September 4th, 1917, and was ordered into active service December 28th, 1917. Until May 13th, 1918, he was with the headquarters of the Tank Corps in Washington, D. C. From May 13th to August, 1918, he was with the 105th Engineers as platoon commander in Company "D." After leaving the regiment Lieutenant Warren served in the office of the II American Corps and the II American Army. He was promoted to First Lieutenant Engineers in March, 1919.

He will engage in Mining Engineering or Ranching. His permanent address is:

University Club,
Los Angeles,
CALIFORNIA.



FIRST LIEUTENANT WILLIAM P. McILROY (CHAPLAIN)

He was born at Mount Sterling, Kentucky, on April 26th, 1890. Attended the High School, Columbus, Georgia; Davidson College, Davidson, North Carolina; the Southwestern Presbyterian University, Clarksville, Tenn., and the Union Theological Seminary, Richmond, Virginia. He was for a while pastor of a church at Dawson, Georgia. He is not married.

He was commissioned Chaplain on April 13th, 1918, and assigned to the 105th Engineers on April 15th, 1918. He has been Chaplain of the Regiment since that date.

Chaplain McIlroy will resume his work in the Ministry. His permanent address is:

1029 Fourth Avenue,
COLUMBUS, GEORGIA.



FIRST LIEUTENANT RUBLE I. POOLE

Lt. Poole was born at Greensboro, North Carolina, on June 18th, 1887. He attended the Greensboro Graded Schools, The Greensboro State Manual Practice School and the Free School and Farmer's Institute from 1892 to 1905. From 1903 to 1905 he went to Guilford College. He took three years of Engineering at the North Carolina College of Agricultural and Mechanic Arts, graduating in 1908 with the degree of B. E. He then went to Cornell University, and in 1910 graduated with the degree of Civil Engineer. Since leaving college he has followed the practice of Civil Engineering, and, before his entrance into Service, was Assistant Professor of Civil Engineering at the North Carolina State College of Agricultural and Mechanic Arts. He is not married.

Lt. Poole went to the 3rd Officers' Training Camp at Fort Oglethorpe, Ga. He was commissioned First Lieutenant, Engineers N. G., April 18th, 1918, and assigned to the 105th Engineers. He has been with Company "B," and was Transport and Supply Officer of the 1st Battalion while the Regiment was with the British. His last duty was Topographical Officer. He left for the Army of Occupation January 14th, 1919.

Lt. Poole will continue his work in Civil Engineering when he gets out of the Army. His permanent address is:

WEST RALEIGH, NORTH CAROLINA.



FIRST LIEUTENANT JOHN R. CARNAHAN

Was born at Manhattan, Kansas, September 6th, 1889. His preparatory education was received at the public schools and at college. He took a three-year course in Civil Engineering at the Kansas State Agricultural College, Manhattan, Kansas. He was engaged in the practice of Civil Engineering before entrance into the service. Lt. Carnahan is unmarried.

Lt. Carnahan entered service June 4th, 1917, and was commissioned First Lieutenant July 9th, 1918. Since being in the Army he has been with the 2nd Engineer Train and the 6th Engineers. He joined the 105th Engineers January 22nd, 1919.

He expects to resume the practice of Civil Engineering. His permanent address is:

1523 Fairchild Avenue,
MANHATTAN, KANSAS.



FIRST LIEUTENANT ROBERT O. BOWLBY

He was born at Washington, New York, on September 11th, 1894. He went to Rutgers College, specializing in Mechanical Engineering, and graduated with the degree of B. S. in 1917. He is not married.

Lt. Bowlby went to the Reserve Officers' Training Camp at Fort Meyer, Virginia, from May 10th, 1917, to August 15th, 1917, receiving, on the latter date, his commission as Second Lieutenant, Infantry R. C. He was assigned to the 317th Infantry on August 27th, 1917, and transferred to the 105th Engineers September 4th, 1917. Lt. Bowlby was with Company "E" and Company "A" as platoon leader. He went to France with the Regiment, but was returned to the States as Instructor after one month's instruction at the Army Engineers' School at Langres. He arrived in the United States August 20th, 1918, and was promoted to 1st Lieut. Engineers. He served as instructor and company commander at Camp Humphries and later as Intelligence Officer. He was transferred to Camp Forrest, Georgia, and while there was assistant personnel adjutant and Battalion adjutant until January, 1919, when he carried a detachment of troops to Camp Upton for discharge. He was discharged January 25th, 1919.

Lieutenant Bowlby is now with the New York Ship Building Corporation at Camden, N. J. His permanent address is:

801 Morgan St.,
Yorkship Club,
CAMDEN, N. J.



FIRST LIEUTENANT FREDERICK H. McDONALD

Lt. McDonald was born on August 16th, 1892, at Charleston, South Carolina. He went to the Graded School and the Boys' High School, graduating from the High School in 1909. He then went to Clemson College, taking the course in Electrical and Mechanical Engineering, from which he graduated in 1914. Just previous to his entrance into service he was with the Hope Engineer and Supply Co., Tulsa, Oklahoma, as Natural Gas Engineer. He is not married.

Lt. McDonald entered service on September 22nd, 1917, and was commissioned Second Lieutenant, Engineers R. C., September 29th, 1917. He was drafted previous to receiving his commission, and was assigned to the 306th Engineers. He was transferred to the 105th Engineers October 18th, 1917. He has served with Company "E" since being with the Regiment. In the Bellicourt attack of September 29th, 1918, Lt. McDonald was in charge of a platoon of Company "E" doing road work. He was severely wounded by shellfire, and has been in the hospital since. Lt. McDonald was commissioned First Lieutenant, Engineers, U. S. A., on September 28th, 1918.

Lt. McDonald will hardly be discharged from the hospital before 1920, and does not know positively what he will engage in. His permanent address is:

801 Virginia Avenue,
GAINESVILLE, FLORIDA.



FIRST LIEUTENANT CHARLES H. LATROBE, JR.

Born Feb. 25th, 1895, at Philadelphia, Pa. He received his early education in the Gilman County schools at Baltimore, Maryland, and later attended and graduated from Princeton University in 1917. He entered the service after his college work. He is married and has one child.

Lieutenant Latrobe entered the service July 25th, 1917, received his commission of 2nd Lieutenant July 30th, 1917, and of 1st Lieutenant on October 18th, 1918. He was a private in the Maryland Field Artillery until ordered to Engineer Training Camp, Washington, D. C., Sept. 2nd, 1917; with the 105th Engineers as platoon commander in Company "D" Sept. 26th to Nov. 24th, 1917, when he was ordered to join the 116th Engineers overseas. Since leaving the Regiment he has served with the 116th Engineers, as instructor at the 1st Corps Army School, and with the 102nd Engineers.

Lieutenant Latrobe will follow railroad work. His permanent address is:

2208 Grant Avenue,
WILMINGTON, DELAWARE.



FIRST LIEUTENANT GEORGE S. BALDWIN

This officer was born at Salem, Ohio, on December 9th, 1893. His early education was received at the Cleveland Public Schools. He went to Reserve University, from which he was graduated in the year 1916 with the degree of A. B. He was graduated also from the Case School of Applied Science with the degree of B. S. in 1916. Before the War he was with the American Steel and Wire Company. He is not married.

Lt. Baldwin entered service May 10th, 1917. He was commissioned Second Lieutenant, Engineers R. C., August 15th, 1917, and First Lieutenant, Engineers, U. S. A., November 5th, 1918. Since being in the Army Lt. Baldwin has served with the 310th Engineers, 116th Engineers, the 302nd Engineers, and the 105th Engineers. He joined this Regiment August 14th, 1918.

Lt. Baldwin expects to go into the Steel business. His permanent address is:

2054 East 79th Street,
CLEVELAND, OHIO.



FIRST LIEUTENANT JOSEPH E. CILLY

Lt. Cilly was born on July 16th, 1896, at Morganton, North Carolina. He attended Graded School, High School, and Lenoir College, Hickory, North Carolina. He took one year in Mechanical Engineering at the North Carolina State College of Agriculture and Engineering. He is not married.

Lt. Cilly enlisted in Company "A," 1st Infantry, North Carolina National Guard, June 19th, 1916. He did Border Service with the Company, returning February 13th, 1917. He spent from June 19th, 1917, to July 24th, 1917, at the Reserve Officers' Training Camp at Fort Oglethorpe, Georgia. He received a commission as Second Lieutenant, Infantry N. G., July 24th, 1917. Lt. Cilly was transferred with his company to the 105th Engineers on September 13th, 1917, the company becoming the 105th Engineer Train. Since being with the Regiment, Lt. Cilly has been with the Train, Company "C," and Company "B." He was promoted to First Lieutenant, Engineers, U. S. A., on November 5th, 1918.

Lt. Cilly expects to take up Mechanical Engineering. His permanent address is:

HICKORY, NORTH CAROLINA.

FIRST LIEUTENANT DON McLEOD

He was born at Rowland, North Carolina, on October 31st, 1893. He attended the Rowland High School and the University of North Carolina, taking the course in Electrical Engineering. Before his entrance into the service he worked at the profession of Electrical Engineering. He is not married.

Lt. McLeod enlisted in Company "A," 1st Separate Battalion, North Carolina Engineers, on June 16th, 1917. He remained with this company until he was commissioned Second Lieutenant, Engineers N. G., May 5th, 1918, at which time he was assigned to Company "F." In November, 1918, he was transferred to Regimental Headquarters as Acting Adjutant, and in December, 1918, he was assigned to Company "A." He remained with this company until he left for the 3rd Division on January 14th, 1919. Lt. McLeod was commissioned First Lieutenant, Engineers, U. S. A., on November 5th, 1918.

Lt. McLeod expects to remain in the Regular Army for the present. His permanent address is:

ROWLAND, NORTH CAROLINA.





FIRST LIEUTENANT ALEXANDER TAYLOR

This officer was born at Morganton, North Carolina, on November 21st, 1889. He attended Bingham School, Asheville, N. C., Davidson College, Davidson, N. C., and the University of North Carolina, taking the course in Science. After finishing college he went into railroad work, being in the Maintenance of Way and Construction Departments. He is not married.

Lt. Taylor entered service May 15th, 1917, and was commissioned Second Lieutenant, Engineers, R. C., August 15th, 1917. He joined the 105th Engineers September 1st, 1917, and has been with Company "A" ever since. He was commissioned First Lieutenant, Engineers, U. S. A., on November 5th, 1918.

Lt. Taylor expects to go into Railroad Construction work. His permanent address is:

MORGANTON, NORTH CAROLINA.



FIRST LIEUTENANT JOHN F. HILL

Born at Philadelphia, Penn., on January 29th, 1891. He received his education at St. Joseph College, Philadelphia, Penn. Since leaving college he has been in Signal and Electrical Engineering (Railroad). He is not married.

Lt. Hill enlisted in Company "C," 1st Separate Battalion, North Carolina Engineers, on April 10th, 1917. He received a commission as Second Lieutenant, Engineers, N. G., July 23rd, 1917. He has been with Company "C," 105th Engineers, continuously since his connection with the Regiment, except for a week in October, 1918, when he was temporarily with Company "D." He was promoted to the rank of First Lieutenant, Engineers, U. S. A., November 22nd, 1918.

Lt. Hill expects to take up again his work as Signal and Electrical Engineer (Railroad). His permanent address is:

1932 West Jefferson Street.
PHILADELPHIA, PENNSYLVANIA.



FIRST LIEUTENANT DANIEL McG. WILLIAMS

Lt. Williams was born at Newton, North Carolina, on January 30th, 1890. He received his education at Catawba College and the University of North Carolina, taking the scientific course. He was Principal Assistant to Charles E. Waddell, Consulting Engineer, Asheville. He is married.

He entered service with Company "C," 1st Separate Battalion, North Carolina Engineers, on July 27th, 1917. When the Battalion was transferred to the 105th Engineers, Lt. Williams was promoted to Sergeant, 1st Class, and later to Master Engineer, Junior Grade. He was commissioned Second Lieutenant, Engineers N. G., November 12th, 1917. Since receiving his commission he has been with Company "D" as platoon leader. He was promoted to 1st Lt. Engrs., U. S. A., Feb. 20th, 1919.

Lt. Williams expects to take up the practice of Civil and Electrical Engineering. His permanent address is:

78 Patton Avenue,
ASHEVILLE, NORTH CAROLINA.



SECOND LIEUTENANT LEONIDAS POLK DENMARK

Born December 2nd, 1892, at Raleigh, N. C. He received his education at the Raleigh Public schools, and the North Carolina College of Agriculture and Mechanical Arts, from which institution he graduated in Civil Engineering in 1915. He followed this line of work before entering the service. He is not married.

Lieutenant Denmark entered the service May 13th, 1917; received commission of 2nd lieutenant August 15th, 1917, and was assigned to the 105th Engineers Sept. 3rd, 1917. He remained with the regiment as platoon commander in Company "D" until December 23rd, 1917, when he was transferred to the Air service. He became an aerial observer and on July 18th, 1918, sailed for France. He was an instructor at the Second Aviation Instruction Center, Tours, France, until ordered back to the United States January 22nd, 1919. He was discharged February 5th, 1919.

Lieutenant Denmark has resumed the practice of Civil Engineering. His permanent address is:

RALEIGH, NORTH CAROLINA.



SECOND LIEUTENANT HENRY B. DILLARD, JR.

This officer was born on September 15th, 1890, at Huntsville, Alabama. His education was received at the Howe Military School, Howe, Indiana, and Trinity College, Hartford, Conn., taking, at the latter place, the course in Science. He was for a while reporter on the staff of the Hartford "Courant," and has taught English and Mathematics in Seattle, Wash., Berkeley, Cal., and Baltimore, Md. He is not married.

Lt. Dillard went to the Summer Camp at Plattsburg in 1916, and attended the Reserve Officers' Training Camp, Fort Meyer, Virginia, in 1917. He was commissioned Second Lieutenant, Infantry R. C., August 15th, 1917, and assigned to the 318th Infantry. He was transferred to the 119th Infantry, and then to the 105th Engineers on November 6th, 1917. He was platoon leader with Company "B" while with the regiment. He left the regiment in January, 1919, and remained in France, having requested an assignment as a Town Major.

Lt. Dillard is not certain what he will take up when he leaves the service. His permanent address is:

Gates Street,
HUNTSVILLE, ALABAMA.

SECOND LIEUTENANT WILLIAM L. SMITH, JR.



This officer was born at Wilmington, North Carolina, on March 4th, 1884. His early education was received at the Graded School and the High School, Wilmington, N. C. He then went to the North Carolina State College of Agriculture and Engineering, taking the course in agriculture. He worked at Engineering for two years and a half, and was accountant (bank) for eight years. He has married since leaving the service.

Lt. Smith enlisted in Company "C," 2nd North Carolina Infantry, in December, 1904. He was transferred to the 2nd Company, Coast Artillery Corps, North Carolina National Guard, in January, 1908, and was discharged in May, 1912. Lt. Smith enlisted in the same company in October, 1916, and was transferred to Company "A," North Carolina Engineers, as Sergeant, on August 24th, 1916. He saw service on the Border with this company, and remained with it until it was transferred to the 105th Engineers. He was Sergeant Major of this Regiment until he was commissioned Second Lieutenant, Engineers, National Guard, November 29th, 1917. Since being with the Engineers, Lt. Smith has been platoon leader with Companies "A," "D," and "F," Assistant to the Supply officer, Personnel Adjutant, and Acting Regimental Adjutant.

Lt. Smith will enter the Banking business after his return to civil life. His permanent address is:

502 Market Street,
WILMINGTON, NORTH CAROLINA.



SECOND LIEUTENANT WILLIAM R. JOYCE

Lt. Joyce was born in New York City, December 18th, 1890. He attended the public schools of New York City and St. Roses Academy, St. Louis, Missouri. Before the War he was on the Staff of the New York Times, being in the Real Estate Department. He is not married.

This officer entered service November 29th, 1907, and was commissioned Second Lieutenant, Engineers U. S. A., December 4th, 1917. He has been with the 102nd Engineers, the 1st Engineers, and the 116th Engineers, as platoon commander. He joined the 105th Engineers January 1st, 1919.

Lt. Joyce expects to remain in the Regular Army. His permanent address is:

177 West 102nd Street,
NEW YORK CITY.



SECOND LIEUTENANT DOUGLAS J. PATTON

This officer was born on March 18th, 1888, at Williamson County, Tennessee. He went to the local High School, and completed a clerical course with the International Correspondence Schools. He is by profession a soldier, having served for six years in the United States Engineer Corps. He is not married.

Lt. Patton enlisted in the 3rd Battalion, United States Engineers, September 10th, 1908, and served through two enlistments. He was discharged September 18th, 1914. On July 28th, 1916, he enlisted in the 1st Infantry, National Guard of Tennessee, and saw service on the Border with that Regiment. He was with the Regiment when it was transferred to the 30th Division as the 115th Artillery Regiment. Lt. Patton was transferred to the 105th Engineers on September 16th, 1917, as Master Engineer, Senior Grade. He was commissioned Second Lieutenant, Engineers N. G., on April 10th, 1918, and was assigned to Company "E."

Lt. Patton expects to engage in Stock Farming. His permanent address is:

ARRINGTON, TENNESSEE.

SECOND LIEUTENANT JACK J. NEUER

This officer was born at Elmira, New York. on July 24th, 1894. He received his education from the public schools. Before he entered the service he was in the motor car industry, being repair man for the Buick Motor Company. He has also had experience in the engine rooms of the big Atlantic liners. He is married.

Lieut. Neuer enlisted in Company "C," 1st Separate Battalion, North Carolina Engineers, April 1st, 1917. After this Battalion was transferred to the 105th Engineers, Lt. Neuer was promoted to Master Engineer, Senior Grade, and was put in charge of the Motor Transport of the Regiment. He was commissioned Second Lieutenant, Engineers R. C., May 30th, 1918, and assigned to the 105th Engineer Train. Since September, 1918, he has been on special duty as Assistant Motor Transport Officer, 30th Division.

Lt. Neuer expects to go into the Motor Transport Industry after the War. His permanent address is:

113 Walnut Street,
WILMINGTON, NORTH CAROLINA.





SECOND LIEUTENANT SAMUEL H. BAKER

Lt. Baker was born at Charles Town, West Virginia, on January 24th, 1897. He attended Shenandoah Valley Academy and Washington and Lee University, taking the course in Civil Engineering at the latter college. Before entering the service he was engaged in the practice of Civil Engineering. Lt. Baker is unmarried.

Lt. Baker entered service March 30th, 1918, and was commissioned on July 8th, 1918. Until he joined the 105th Engineers on January 14th, 1919, he had been with the 5th Engineers, 7th Division.

Lt. Baker expects to follow the practice of Civil Engineering after leaving the service. His permanent address is:

R. F. D. 22,
CHARLES TOWN, WEST VIRGINIA.



SECOND LIEUTENANT SIDNEY E. JENNETTE

Lt. Jennette was born at Lake Landing, North Carolina, on October 15th, 1894. He went to the Horner Military Academy, and later to the North Carolina College of Agriculture and Engineering, graduating in 1916 with the degree of B. E. in Civil Engineering. He was engaged in the practice of Civil Engineering before he entered the service. Lt. Jennette is married.

This officer enlisted in Company "B," 1st Separate Battalion, North Carolina Engineers, on July 26th, 1917. He was later transferred to Company "A," and promoted to be Master Engineer, Junior Grade. He attended the Engineer School, American Expeditionary Forces, and was commissioned Second Lieutenant, Engineers U. S. A., September 25th, 1918. He has been with Company "B" since that time as platoon leader.

This officer expects to go into farming after leaving the Army. His permanent address is:

GREENVILLE, NORTH CAROLINA.

SECOND LIEUTENANT ROBERT W. McGEACHY



This officer was born at Raleigh, North Carolina, on February 13th, 1898. He graduated from the Raleigh High School and the North Carolina State College of Agriculture and Engineering, taking at the latter college the course in Civil Engineering. Lt. McGeachy has worked with the Carolina Power and Light Company, and with the North Carolina State Highway Commission. He is not married.

Lt. McGeachy enlisted in the 120th Infantry December 17th, 1917. He was transferred to the 105th Engineers as Master Engineer, Junior Grade, March 9th, 1918. He attended the Engineer Candidates' School, American Expeditionary Forces, and was commissioned Second Lieutenant, Engineers U. S. A., September 25th, 1918, and re-assigned to the 105th Engineers. He has been with Company "E" as platoon leader since returning to the Regiment.

Lt. McGeachy expects to go back to Civil Engineering, specializing in Dredge and Hydraulic Mining. His permanent address is:

Care of Mrs. John Hickson,
CHERAW, SOUTH CAROLINA.



SECOND LIEUTENANT ALBERT L. RUST

This officer was born at Bridgewater, North Carolina, on July 20th, 1891. He attended the Glen Alpine Springs High School, and then went into the Structural Steel business, being more particularly employed in Construction.

Lt. Rust entered service October 2nd, 1917, and was assigned to the 105th Engineers on October 16th, 1917. He became Sergeant and later Master Engineer, Junior Grade. In the attack on Bellicourt on September 29th, 1918, Lt. Rust gallantly distinguished himself. For his conduct on that day he was commissioned Second Lieutenant, Engineers, U. S. A., November 7th, 1918. Lt. Rust was one of the first men in the Regiment to receive the Distinguished Service Cross.

Lt. Rust expects to go back into Steel Construction. His permanent address is:

MORGANTON, NORTH CAROLINA.



SECOND LIEUTENANT ROBERT SCHULTZ

Lt. Schultz was born at Richmond Hill, New York, on December 19th, 1895. He attended the Hawley, Penn., High School, the West Chester State Manual School, Extension work at the University of Pennsylvania, and the Carnegie Institute of Technology. Lt. Schultz was a student of Civil Engineering before the War. He is not married.

This officer enlisted June 2nd, 1917. He was on construction work incidental to Water Supply with Company "B," 26th Engineers. He attended the Army Candidates' School, American Expeditionary Forces, from which he was commissioned as Second Lieutenant, Engineers U. S. A., on September 25th, 1918. He came to the 105th Engineers December 21st, 1918, and was assigned to Company "F."

This officer expects to take up Civil Engineering. His permanent address is:

HAWLEY, PENNSYLVANIA.



SECOND LIEUTENANT IRA H. REINDEL

Born on August 8th, 1893, at Detroit, Michigan. He went to the Detroit Central High School and then to the University of Michigan. He practiced Civil Engineering before entering the Army. He is unmarried.

Lt. Reindel entered service June 26th, 1918, and was commissioned on October 14th, 1918. He has been on Light Railway Construction and Maintenance and Construction. He joined the 105th Engineers January 13th, 1919.

Lt. Reindel intends to enter Building Construction when he gets out of the Army. His permanent address is:

161 West Cornfield Avenue,
DETROIT, MICHIGAN.

OFFICERS OF MEDICAL, DENTAL, AND VETERINARY CORPS



MAJOR HENRY NORRIS

Major Norris was born on May 27th, 1875, at Philadelphia, Pennsylvania. He attended private schools and the University of Pennsylvania, taking the course in medicine. Before he entered service he was engaged in the practice of Surgery. He is married and has four children.

Major Norris was commissioned Major, Medical Corps, on August 5th, 1916, and was assigned to the 1st Infantry, North Carolina National Guard, as Regimental Surgeon. This post he held, seeing Border Service with the organization, until the Regiment was transferred to the 105th Engineers, when he became Regimental Surgeon for the Engineers. About March, 1918, he became Division Sanitary Inspector, and severed his connection with the Engineers. He afterward became Division Surgeon, 30th Division.

It is not Major Norris's intentions to follow any particular business after getting out of the Army. His permanent address is:

Philadelphia Club,
PHILADELPHIA, PENNSYLVANIA.

MAJOR REUBEN A. CAMPBELL

Major Campbell was born at Statesville, North Carolina, on August 21st, 1869. He received his early education at private schools and the University of North Carolina. He took his professional education at the North Carolina Medical College, University of Maryland, and the New York Post Graduate School and Hospital. He has been practicing Medicine and Surgery since he left college. Major Campbell is married.

Major Campbell was Acting Assistant Surgeon, United States Navy, 1903 to 1909. He entered the North Carolina National Guard September 25th, 1911, having, on that date, been commissioned First Lieutenant, Medical Corps. He was promoted to Captain on April 9th, 1913. With the 1st Infantry, North Carolina National Guard, Major Campbell saw service on the Border, and remained with the Regiment when it was transferred to the 105th Engineers. He was commissioned Major, Medical Corps, on April 1st, 1918, and since that time he has been Regimental Surgeon.

Major Campbell expects to take up again the practice of Medicine and Surgery. His permanent address is:

WASHINGTON, NORTH CAROLINA.





MAJOR BURWELL F. HALL

Major Hall was born at Harrington, Georgia, on February 22nd, 1878. He was educated at Emery College and the University of Tennessee, taking the course in Dentistry. He was engaged in the practice of Dentistry at Asheville, North Carolina, before he entered the Army. Major Hall is married and has one child.

Major Hall enlisted in the North Carolina National Guard on July 11, 1911. He was commissioned First Lieutenant, Dental Corps, National Guard, February 26th, 1912. With the 1st Infantry, North Carolina National Guard, he saw service on the Border, and was transferred to the 105th Engineers in September, 1917. Major Hall received his commission as Captain, Dental Corps, U. S. A., on January 9th, 1918. He served continuously with the 105th Engineers until January, 1919, when he was assigned as Division Dental Officer and promoted to Major.

He expects to continue the practice of Dentistry after leaving the Army. His permanent address is:

170 West Chestnut Street,
ASHEVILLE, NORTH CAROLINA.



CAPTAIN SIDNEY E. BUCHANAN

This officer was born at Mount Pleasant, North Carolina, on June 30th, 1890. He received his education at the Concord High School, Trinity College, Durham, N. C., the University of North Carolina, and the University of Maryland. He graduated in Medicine, and was engaged in the practice of this profession before he entered service. He is not married.

Captain Buchanan was commissioned First Lieutenant, Medical Corps National Guard, and entered service June 23rd, 1916. He went to the Border with the 1st Infantry North Carolina National Guard, and came to the 105th Engineers with the Regiment in September, 1917. He was commissioned Captain, Medical Corps, January 6th, 1918. Captain Buchanan was transferred from the Engineers on January 23rd, 1918, but returned to the Regiment September 16th, 1918. He remained with the Regiment until he went to the Army of Occupation on January 14th, 1919.

He expects to resume the practice of Medicine after getting out of the Army. His permanent address is:

CONCORD, NORTH CAROLINA.



CAPTAIN WILLIAM B. HUNTER

Captain Hunter was born at Dallas, North Carolina, on February 22nd, 1886. He attended the Gastonia High School, Davidson College, the University of North Carolina, and the University of Pennsylvania, completing at the last-named college the course in Medicine. He has been engaged in the practice of Surgery since leaving college. He is not married.

Captain Hunter was commissioned First Lieutenant, Medical Corps, July 14th, 1916, and entered service July 16th, 1916, with the 1st Infantry, North Carolina National Guard. With this Regiment he did Border Service. He came with the Engineers in September, 1917, and remained with the Regiment until the middle of September, 1918. He received his commission as captain Dec. 31st, 1917.

Captain Hunter expects to take up again the practice of Surgery after leaving the Army. His permanent address is:

GASTONIA, NORTH CAROLINA.



CAPTAIN JAMES L. EVANS

Captain Evans was born at Surry Court House, Virginia, on January 19th, 1879. He received his academic education from the High School, Blair Academy, and the Pearce School, Norfolk, Virginia. He took the course in Medicine at the Jefferson Medical College. Captain Evans has been teacher, manager, and later, physician and surgeon. He is married and has two children.

Captain Evans entered the service on August 31st, 1917, having been commissioned a First Lieutenant, Medical R. C. He attended the Training Camp at Fort Oglethorpe, Georgia. He has seen service with the 115th Machine Gun Battalion, the 112th Field Ambulance, B. E. F., The American Sanitary School, Acting Division Sanitary Inspector, 30th Division, and with the 2nd Battalion, 105th Engineers, coming to the last-named unit on November 26th, 1918.

Captain Evans has resumed the practice of Medicine and Surgery after leaving the Army. His permanent address is:

28th and Park Avenue,
WEST NEW YORK, NEW JERSEY.



CAPTAIN DAVID C. FARNSWORTH

This officer was born on June 5th, 1882, at Lincoln, Nebraska. He attended St. Vincent's College, Los Angeles, Cal., and the University of California, graduating from the latter college in 1906 with the degree of Doctor of Medicine. Before entering the Army he was engaged in the practice of Medicine. He is married.

Captain Farnsworth was commissioned First Lieutenant, Medical R. C., on June 26th, 1917, and entered active service August 5th, 1917. He was appointed Captain, Medical R. C., on August 11th, 1918. From September 16th, 1918, to December 1st, 1918, he was Assistant to the Chief Surgeon, Base Hospital No. 36. He joined the 105th Engineers January 14th, 1919. He arrived in France on August 16th, 1918.

Captain Farnsworth, when he leaves the Army, will resume the practice of Medicine. His permanent address is:

645 South Flower Street,
LOS ANGELES, CALIFORNIA.

CAPTAIN THEL HOOKS

Born in Wayne County, North Carolina, December 22nd, 1875. He received his education at the University of North Carolina and was engaged in the practice of Medicine at Smithfield, North Carolina, before entering the service. He is married and has five children.

Captain Hooks entered the service from the Reserve Corps on September 3rd, 1917, having been commissioned a first lieutenant June 20th, 1917, in the Medical Reserve Corps. He attended officers training Camp at Ft. Oglethorpe, Ga., and then served with the 117th Infantry. He was assigned to the 105th Engineers August 26th, 1918, and remained until November, 1918, when he was returned to the United States. He was commissioned Captain August 22nd, 1918. Captain Hooks was discharged in February, 1919.

He is now practicing medicine at Smithfield, North Carolina. His address is:

405 South 4th St.
SMITHFIELD, NORTH CAROLINA.





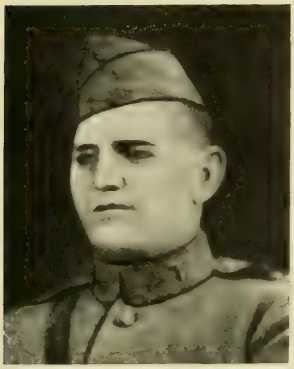
CAPTAIN RALPH RAY

This officer was born on September 27th, 1888, at McAdenville, North Carolina. He attended Guilford College for three years, and then took the course in Dentistry at the University of Maryland. He was engaged in the practice of Dentistry before he entered the War. He is single.

Captain Ray was commissioned First Lieutenant, Dental R. C., July 11th, 1917, and entered service July 25th, 1917. He came to the 105th Engineers September 13th, 1917, and has been with the Regiment as 1st Battalion Dental Surgeon since that date. He was appointed Captain in February, 1919.

Captain Ray has taken up again the private practice of Dentistry. His permanent address is:

GASTONIA, NORTH CAROLINA.



FIRST LIEUTENANT L. B. GOLD

Lieut. Gold practiced medicine in Lawndale, North Carolina, before his entrance into the service.

He entered the service in September, 1917, and was with the 105th Engineers from December 4th, 1917, to April 5th, 1918.

Lieut. Gold's permanent address is:

LOWNDALE, NORTH CAROLINA.



SECOND LIEUTENANT WILLIAM A. CORNELL

Lt. Cornell was born at Grant Park, Illinois, on September 29th, 1886. He went to the High School, Rolfe, Iowa; Morning Side College, Sioux City, Iowa, and the Kansas City Veterinary College, Kansas City, Missouri, graduating in Veterinary Medicine. Before entering the Army he was engaged in the practice of Veterinary Medicine. He is married and has one child.

Lt. Cornell was commissioned Second Lieutenant, Veterinary Reserve Corps, on June 28th, 1917, and entered the Service August 24th, 1917. He was assigned to the 105th Engineers January 16th, 1919.

After the War Lieutenant Cornell expects to continue, in private life, the practice of Veterinary Medicine. His permanent address is:

506 East 22nd Street,
UNIVERSITY PLACE, NEBRASKA.



SECOND LIEUTENANT DREW S. HARPER

This officer was born at Snow Hill, North Carolina, on November 27th, 1890. He attended the Warrenton High School, the University of North Carolina, and the North Carolina State College of Agriculture and Engineering. He took the Veterinary Science course at the University of Pennsylvania. He was for a while Meat and Milk Inspector for Winston-Salem, North Carolina. He is not married.

Lt. Harper was commissioned Second Lieutenant, Veterinary R. C., on July 30th, 1917, and entered service August 30th, 1917. He was assigned to the 105th Engineers, and was with the Regiment as Veterinary Surgeon until January, 1919, when he was transferred to the 3rd Division.

Lt. Harper expects to take up farming after he gets out of the Army. His permanent address is:

SNOW HILL, NORTH CAROLINA.



ADVANCE SCHOOL DETACHMENT

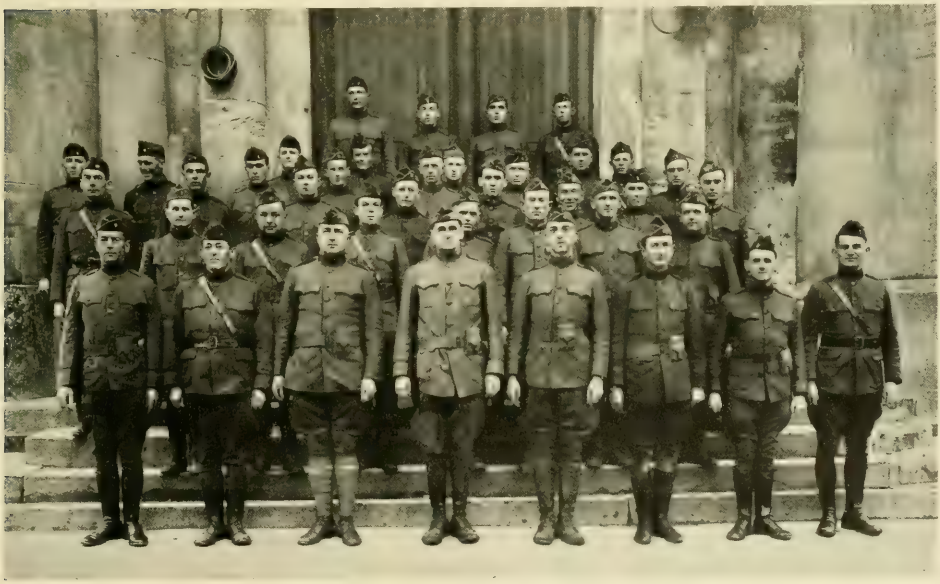
This detachment was composed of the following officers (rank as of the date the detachment left the United States):

Major Perrin C. Cothran.
Captain George W. Gillette.
Captain Theodore E. Seelye
First Lieutenant Bascom I. Field.
First Lieutenant Francis B. Warfield.
First Lieutenant George P. Murphey.
First Lieutenant Albert H. Spence.
Second Lieutenant Alexander Taylor.
Second Lieutenant John F. Hill.

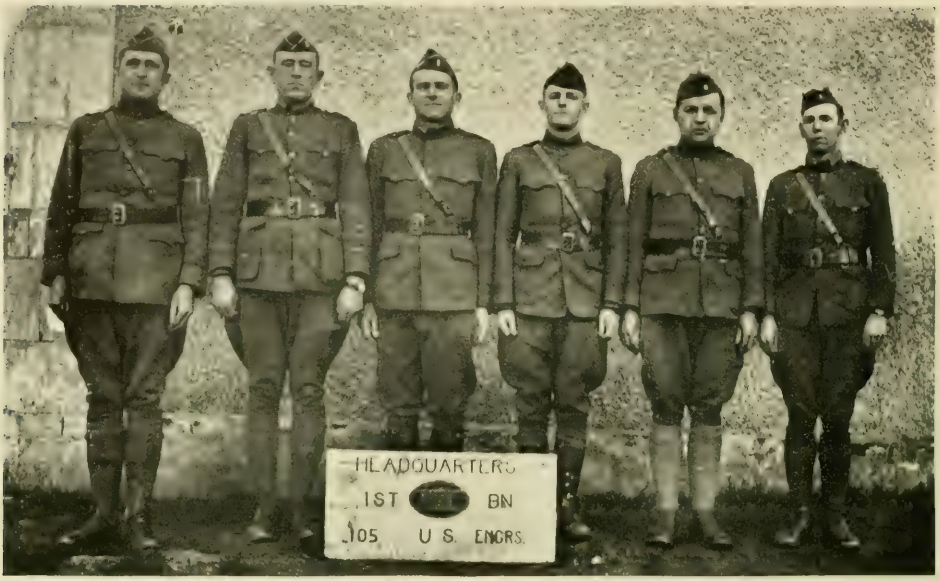
These officers, in charge of Major Cothran, left Camp Sevier, South Carolina, on May 1st, 1918. They sailed from Hoboken, on May 8th, 1918, on the Steamship *George Washington,* and reached Brest, France, on May 18th, 1918. The detachment attended the Army Schools, American Expeditionary Forces, at Chatillon and Langres, and rejoined the Regiment on July 14th, 1918. Each Officer in the detachment made an enviable record at the schools.



OFFICERS OF THE 105TH ENGINEERS, JANUARY, 1918, AT CAMP SEVIER, SOUTH CAROLINA.



OFFICERS OF THE 105TH ENGINEERS, JANUARY, 1919, AT MAROLLES, FRANCE



Officers of the 1st Battalion Headquarters, January, 1919, at Marolles, France.



Second Battalion Headquarters and the Roman Catholic Priest in Whose House They were Billeted at Marolles, France



Officers of the 2nd Battalion, January, 1919, at Marolles, France

OFFICERS ASSIGNED AND ATTACHED TO THE REGIMENT FOR SHORT PERIODS

In addition to those officers whose biography and pictures appear above, the following officers served with the regiment, either attached or assigned, for the periods set opposite their names.

Lieutenant-Colonel Hearn,
British Royal Engineers.
Attached for water reconnaisance and defenses, September 28th to October 2nd, 1918.

Captain B. S. Dowling,
Adjutant Australian 1st Division Engineers.
Attached as Liaison Officer between the Australian Corps and 105th Engineers, September 28th to October 2nd, 1918.

Captain H. D. Hillier, M. C.,
13th Gloucesters (British).
Attached as Instructor in Gas, June 19th to July 10th, 1918.

Captain B. J. Lamplough, M. C.,
13th Gloucesters (British).
Attached as Instructor in Musketry, June 19th to July 10th, 1918.

Captain Elkington, M. C.,
13th Gloucesters (British).
Attached as Instructor, June 19th to July 10th, 1918.

First Lieutenant C. L. Crokford, M. C.,
13th Gloucesters (British).
Attached as Instructor in Gas, June 19th to July 10th, 1918.

Second Lieutenant Beil,
13th Gloucesters (British).
Attached as Instructor in Musketry, June 19th to July 10th, 1918.

First Lieutenant G. Kingsnorth,
British Royal Engineers.
Attached as Engineer Instructor, June 19th to July 3rd, 1918.

Second Lieutenant D. Ditchburn,
British Royal Engineers.
Attached as Engineer Instructor, June 19th to July 3rd, 1918.

First Lieutenant H. E. Hatto, British Transport officer.	Attached with Section of Motor Transportation (20 Lorries) October 5th to 20th, 1918.
Captain James G. Wooten, Infantry, U. S. A.	With Company E., September 12th to October 29th, 1918.
Captain Marion D. Kolyn, C. of E., U. S. A.	Attached for Duty June 19th to September 10th, 1918. (Company Commander "F" Company June 19th to July 10th. 2nd Battalion Adjutant, July 11th to Sept. 10th, 1918.)
Captain Francis M. Davis, Medical Corps, U. S. A.	On Duty with Regiment from November 11th, 1917, to August 22nd, 1918.
First Lieutenant Robert E. Farrish, Jr., Engineers R. C.	Assigned to Company "A" March 7th, 1918, to July 27th, 1918, when he was evacuated to hospital—sick.
First Lieutenant George A. N. Thall, Engineers, U. S. A.	Attached as Historian from office of C. E., A. E. F., October 15th to November 1st, 1918.
First Lieutenant C. H. Roe, Engineers, U. S. A.	Assigned with Company "E" January 4th to 21st, 1918.
First Lieutenant J. T. Sigler, Sanitary Corps, Squad 28.	Attached for duty in testing water Supplies in all Engagements from September 28th to October 20th, 1918.
First Lieutenant Wm. R. Manlove, Medical Corps, U. S. A.	Duty with Regiment November 6th, 1917, to February 23rd, 1918.
First Lieutenant Hampton S. Beck, Infantry, U. S. A.	Duty with Company "E", September 12th to October 29th, 1917.
First Lieutenant Haywood, Engineers, U. S. A.	Duty with Company "E", December 12th, to 17th, 1917.
First Lieutenant Wm. S. Charles, Infantry, U. S. A.	Duty with Company "F", September 12th, 1917, to October 10th, 1917.
First Lieutenant Wm. E. Stanley, Engineers, U. S. A.	Attached for duty as Instructor, June 22nd to 27th, 1918.
First Lieutenant E. J. Tucker, Engineers, U. S. A.	Attached for duty as Instructor, June 22nd to 27th, 1918.
Second Lieutenant Marion D. Fardwell, Engineers, U. S. A.	Attached for duty as Instructor, June 22nd to 27th, 1918.
Second Lieutenant H. B. Collins, Engineers, U. S. A.	Attached for duty as Instructor, June 22nd to 27th, 1918.
Second Lieutenant Roy E. Kistler, Engineers, U. S. A.	Attached for duty as Instructor, June 22nd, 1918, to July 14th, 1918.
Second Lieutenant John T. Newman, Jr., Engineers, U. S. A.	(Previously enlisted in regiment.) Assigned to duty October 10th, 1918; evacuated, sick, October 11th, 1918.
Second Lieutenant Matthew M. Fontaine, Engineers, U. S. A.	Duty with Regiment September 14th, 1917, to April, 1918.
Second Lieutenant C. R. Johnson, Engineers, U. S. A.	Duty with Company "C", September and October, 1917.
Second Lieutenant R. L. Hardin, Engineers, U. S. A.	Duty with Company "D", December 14th, 1917, to January 10th, 1918.
Second Lieutenant R. W. Rankin, Infantry, U. S. A.	Duty with Company "D", September 14th, 1917, to October 15th, 1917.
Second Lieutenant James Mitchell, Infantry, U. S. A.	Duty with Company "E", September 12th, 1917, to October 29th, 1917.
Second Lieutenant John A. Owen, Engineers, U. S. A.	Duty with Company "A", January 14th to 23rd, 1919.

A few other officers served with the regiment for short periods of time whose records were not preserved.

CHAPTER XIX

PICTORIAL SECTION



1. Division Rifle Ranges, Camp Sevier, Greenville, S. C.
Laid out and constructed under supervision of the 105th Engineers



2. 100 Yard Rifle Pits, Camp Sevier Rifle Range, Greenville, S. C.



3. 300 Yard Rifle Pits, Camp Sevier Rifle Range, Greenville, S. C.



4. Building 500 Yard Target Butts, Camp Sevier Rifle Range, Greenville, S. C.

Members of Company C at work



5. Target Butts, Camp Sevier Rifle Range, Greenville, S. C.



6. Division Bayonet Run, Camp Sevier, Greenville, S. C.



7. Fire Bay in Trench System, Camp Sevier, Greenville, S. C.

Entrance to dugout at far end of bay



8. Practice Trenches, Camp Sevier, Greenville, S. C.

Constructed by the 105th Engineers



9. Jones' Pond Dam, Camp Sevier, Greenville, S. C.

Built by the 105th Engineers



10. Section of Pontoon Bridge Constructed on Jones' Pond, Camp Sevier, Greenville, S. C.



11. Constructing Pontoon Bridge, Jones' Pond, Camp Sevier, Greenville, S. C.



12. Constructing Pile Bridge, Jones' Pond, Camp Sevier, Greenville, S. C.



13. Boat Constructed with Light Spars and a Shelter-half, Jones' Pond, Camp Sevier, Greenville, S. C.



14. Concrete Road, Camp Sevier, Greenville, S. C.

A part of this was built by the 105th Engineers



15. Sand Clay Road, Left Bank Revetted with Hurdles, Camp Sevier, Greenville, S. C.
Built by the 105th Engineers



16. Bridge, Camp Sevier, Greenville, S. C.
One of many bridges built for practice by the 105th Engineers



17. Camp "Wing," Travellers Rest, Near Camp Sevier, Greenville, S. C.



18. Field Cooking, Camp Wing, Travellers Rest, Near Camp Sevier, Greenville, S. C.



19. Company C at Mess in the Field, Camp Wing, Travellers Rest, Near Camp Sevier, Greenville, S. C.



20. Liberty Loan Parade

105th Engineers in Review before Brig. General S. L. Faison, Greenville, S. C., March 28th, 1918

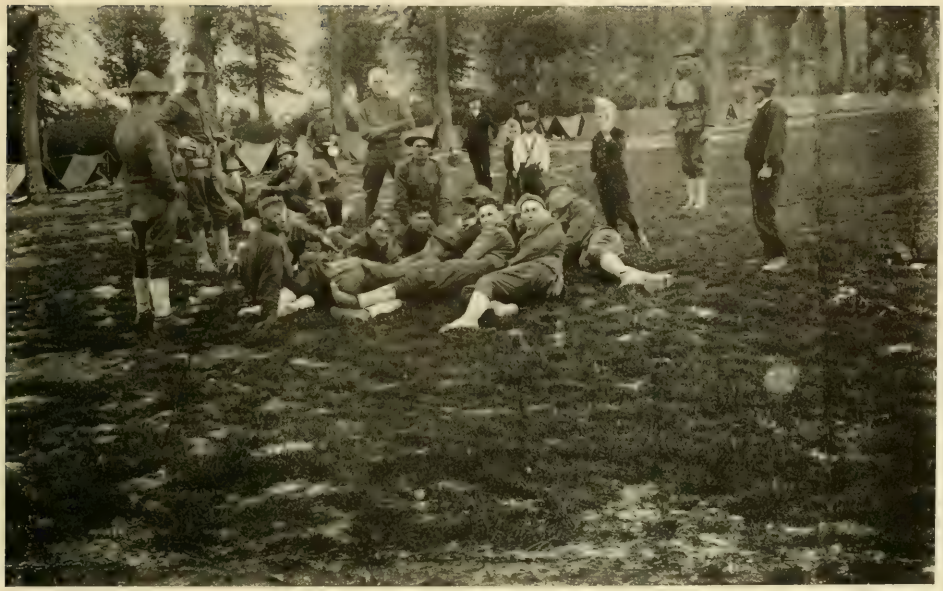


21. 105TH ENGINEERS PASSING THROUGH ST. MARTIN AU LAERT, BELGIUM, ON WAY TO BELGIAN FRONT, JUNE 29TH, 1918

Col. Joseph Hyde Pratt, Commanding, is mounted on right at head of column, accompanied by a British officer



22. Another View of 105th Engineers Passing Through St. Martin au Laert, Belgium, on Way to Belgian Front, June 29th, 1918



23. Chateau Grounds at Terdeghien, France

Here two Companies of 105th Engineers camped while at work on Winnezeele Steenvorde Line, June 30th to July 10th, 1918



24. First Aid Dressing Station at "Dead End," Ypres Sector

Platoons camped at "Dead End" worked on this dressing station. This station received a direct hit by an Armor piercing shell in July, 1918, which penetrated the fortification, killing or wounding all inmates



25. "Dead End" Camp, Ypres Sector

Showing dugouts in hillside where men and officers lived



26. A View of the West Poperinghe Trenches, Ypres Sector

Constructed by the 30th Division, supervised by the 105th Engineers



27. Another of the West Poperinghe Trenches, Ypres Sector



28. Pyramid Shelters in the Brandhoek Line, Canal Sector



29. A "Close Up" of a Pyramid Shelter, Brandhoek Line, Canal Sector



30. A Monolithic Concrete Machine-Gun Pill Box, Canal Sector, Belgium

Built by the 105th Engineers



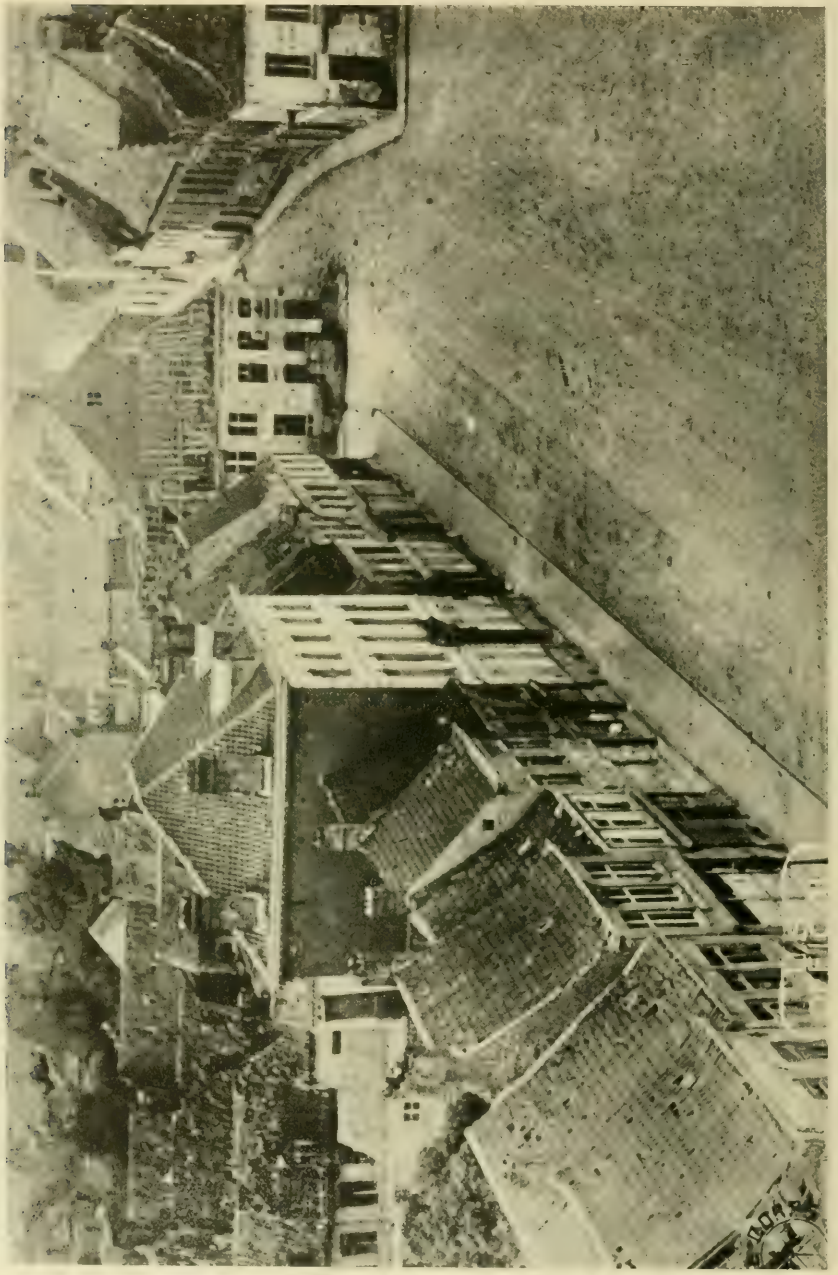
31. A Concrete Block Machine-Gun Pill-Box, Canal Sector, Belgium

Built by the 105th Engineers
See Plate XVIII for details

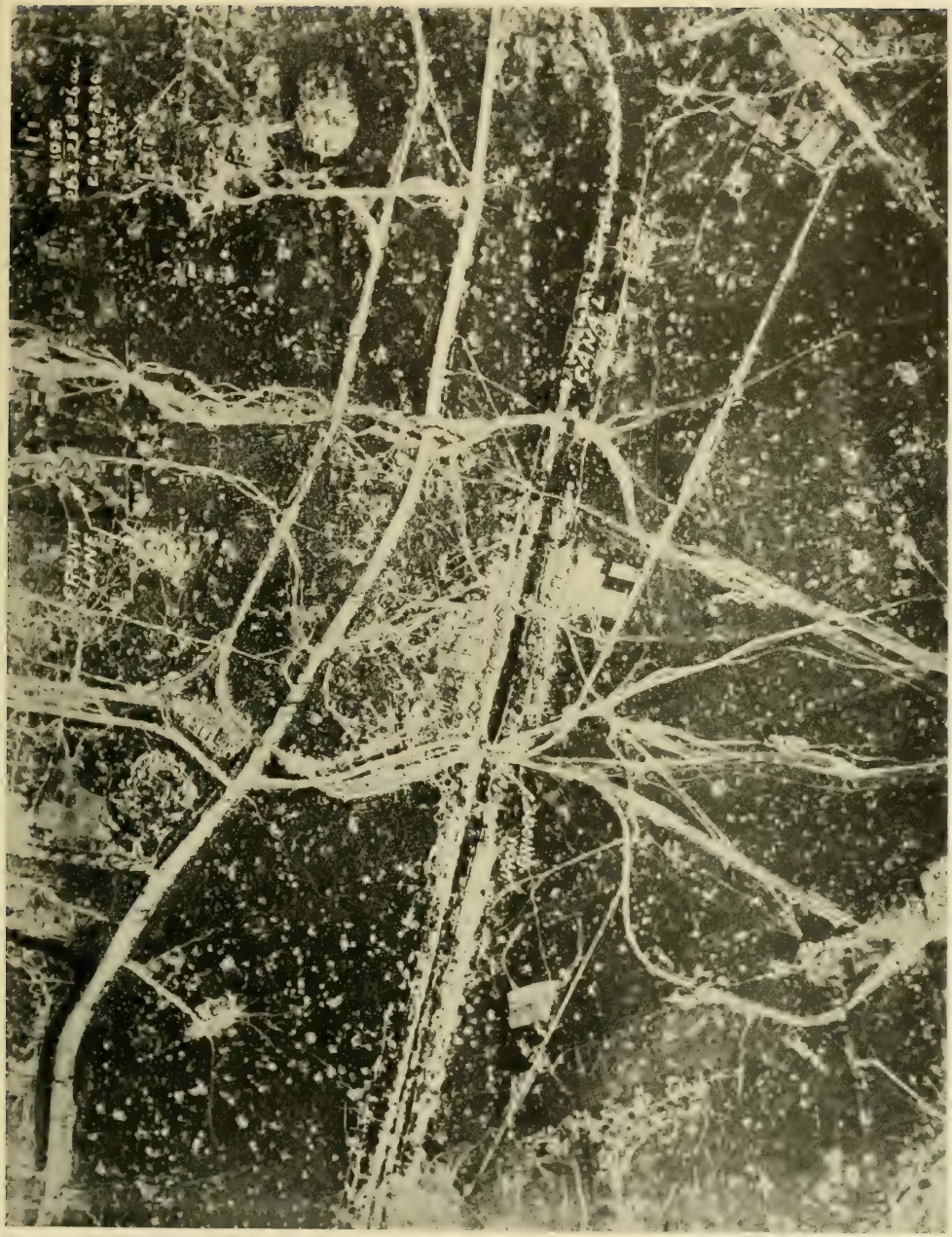


32. Front Entrance of Couthove Chateau, Headquarters of the 59th Brigade, 30th Division, Belgium, August 19th, 1918

See Plate XI for work done on north wing of Couthove Chateau by the 105th Engineers



33. View from Top of Tower of Town Hall, Poperinghe, Showing Destruction of City by Shells and Bombs, August 30th, 1918



34. Aerial View of the Yser Canal

See Plate I

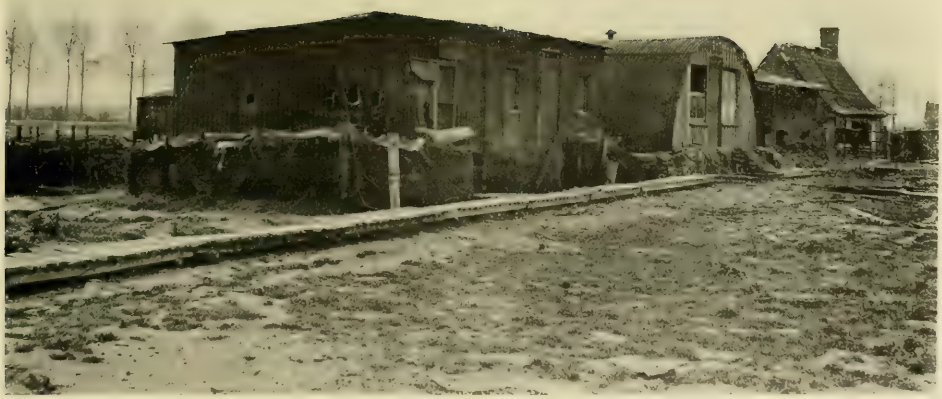


35. Aerial View of Belgian Chateau and Territory West

See Plate I



36. Cloth Hall and the Cathedral at Ypres



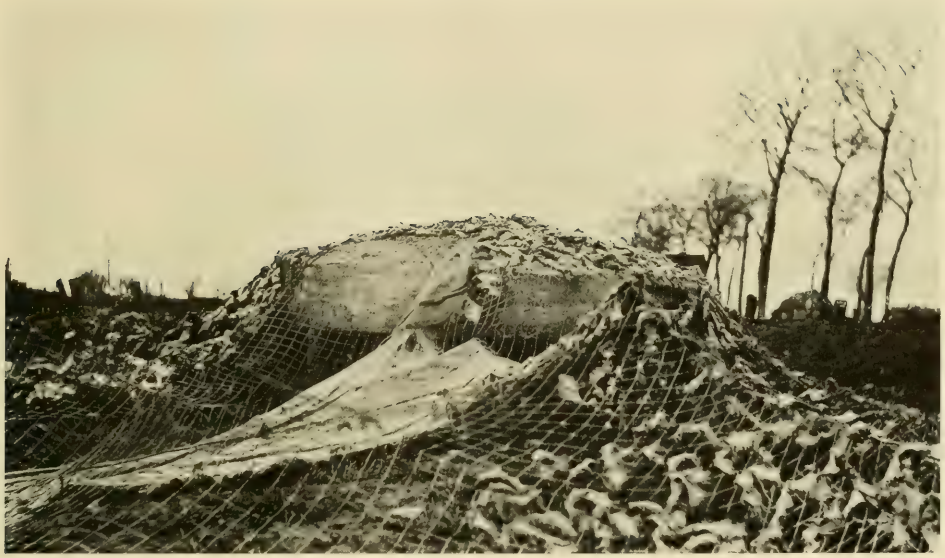
37. 2nd Battalion Headquarters, Brandhoek Camp, Canal Sector, Belgium, August 17th to September 3rd, 1918



38. Part of Brandhoek Camp Occupied by Co. F, August 17th to September 3rd, 1918, Canal Sector, Belgium



39. Belgian Battery Corner First Aid Dressing Station, Canal Sector, Belgium



40. A "Moir" Machine Gun Pill-Box, Canal Sector

See Plate XVI for details



41. Type of Bomb-Proof Shelters, Canal Sector, Belgium

Built by 105th Engineers



42. Goldfish Chateau, Near Ypres, Canal Sector, Belgium

It was rumored that the reason this Chateau suffered so litt'e from Enemy Artillery was that it was owned by one of the German high commanders

See Plates XVIII, XIX, XX for work done by 105th Engineers at Goldfish Chateau



43. "Close-Up" of Goldfish Chateau, Near Ypres, Canal Sector, Belgium

Showing sandbagging done by 105th Engineers
See Plates XVIII, XIX, XX



44. Belgian Chateau, Canal Sector, Belgium



45. Assam Farm, Regimental Headquarters for Right Regiment in Canal Sector until the Attack on Voormezeele, August 30th, 1918. Canal Sector, Belgium



46. Another View of Assam Farm, Regimental Headquarters, Canal Sector, Belgium



47. Light Railway Control Station, Pioneer Junction, Canal Sector, Belgium



48. Pioneer Junction, Canal Sector, Belgium



49. Concrete Machine-Gun Emplacement, Ypres Sector, Belgium



50. First Aid Dressing Station, Whitehouse, Canal Sector, Belgium



51. Rt. Battalion Headquarters at Whitehouse, Canal Sector, Belgium, August, 1918



52. The Ravine, Between Belgian Chateau and Whitehouse, Canal Sector, Belgium



53. Style of "Passenger" Coach Generally used in Moving Troops at the Front
Note the sign on the door "Hommes-40" "Chevaux-8"



54. Voormezeele, Belgium
Captured by 30th Division, September 2nd, 1918



55. Enemy Dressing Station, Voormezeele, Belgium
Captured by 30th Division, September 2nd, 1918



56. Company C at Work on II Corps Headquarters near Asswillers, September 22nd to September 26th, 1918



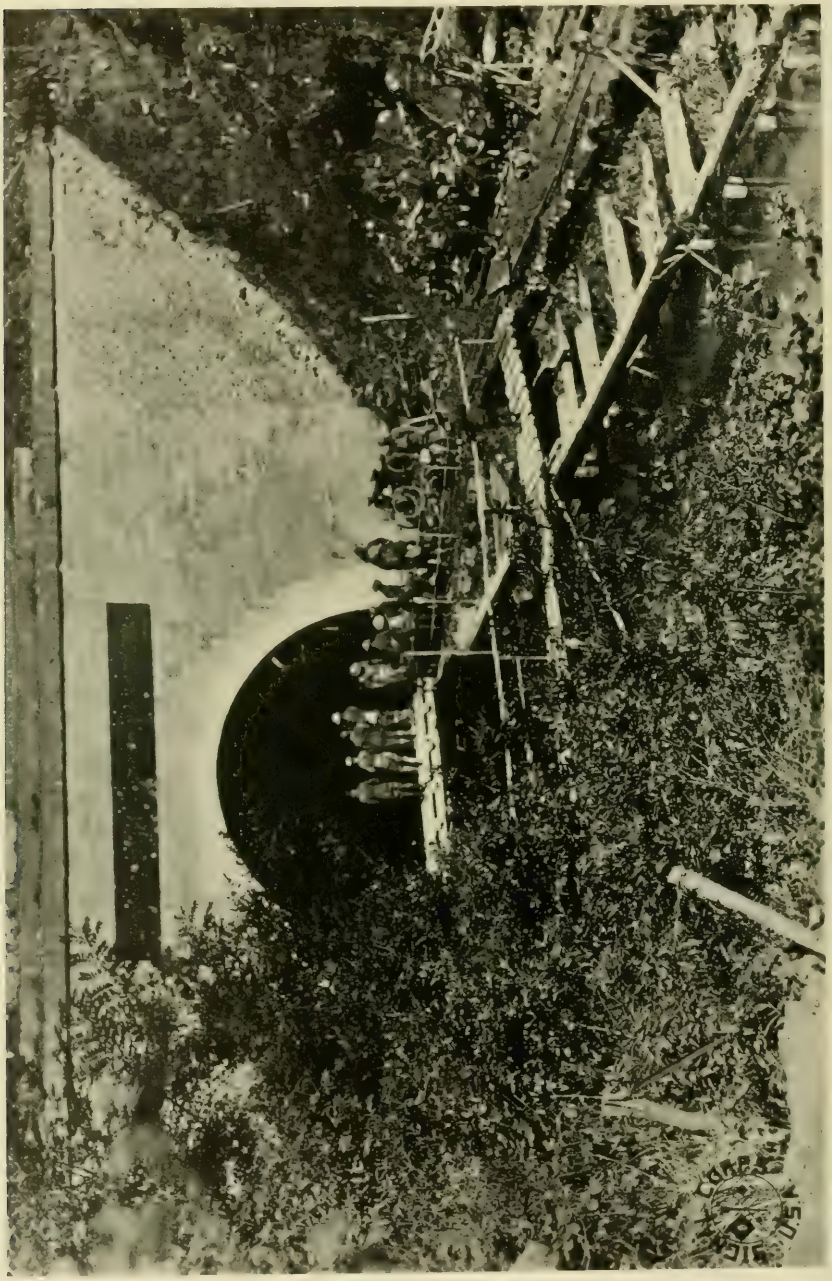
57. Aerial Photograph Showing Bellicourt in the Foreground with both the Red and Black Roads Leading into and Away from It

The Red Road on the left with old mine craters at G 2 d 1.4 and G 2 d 8.3. These craters were blown in the early part of the War, probably in 1914, and the one at G 2 d 1.4 had never been filled in, but detours had been built around it of plank. Both of these roads were in very bad condition on September 27th. The Red Road from Bellicourt runs to the left of Cabaret Wood Farm to the upper left corner and then to Estrees, thence upward and through Estrees. The Black Road leading into Bellicourt from G 9 a 4.1 leads out from the upper end of Bellicourt to the right and then turns to the left through Nauroy. A close examination of this picture, taken September 17th, shows the Hindenburg system of trenches with its wire entanglements



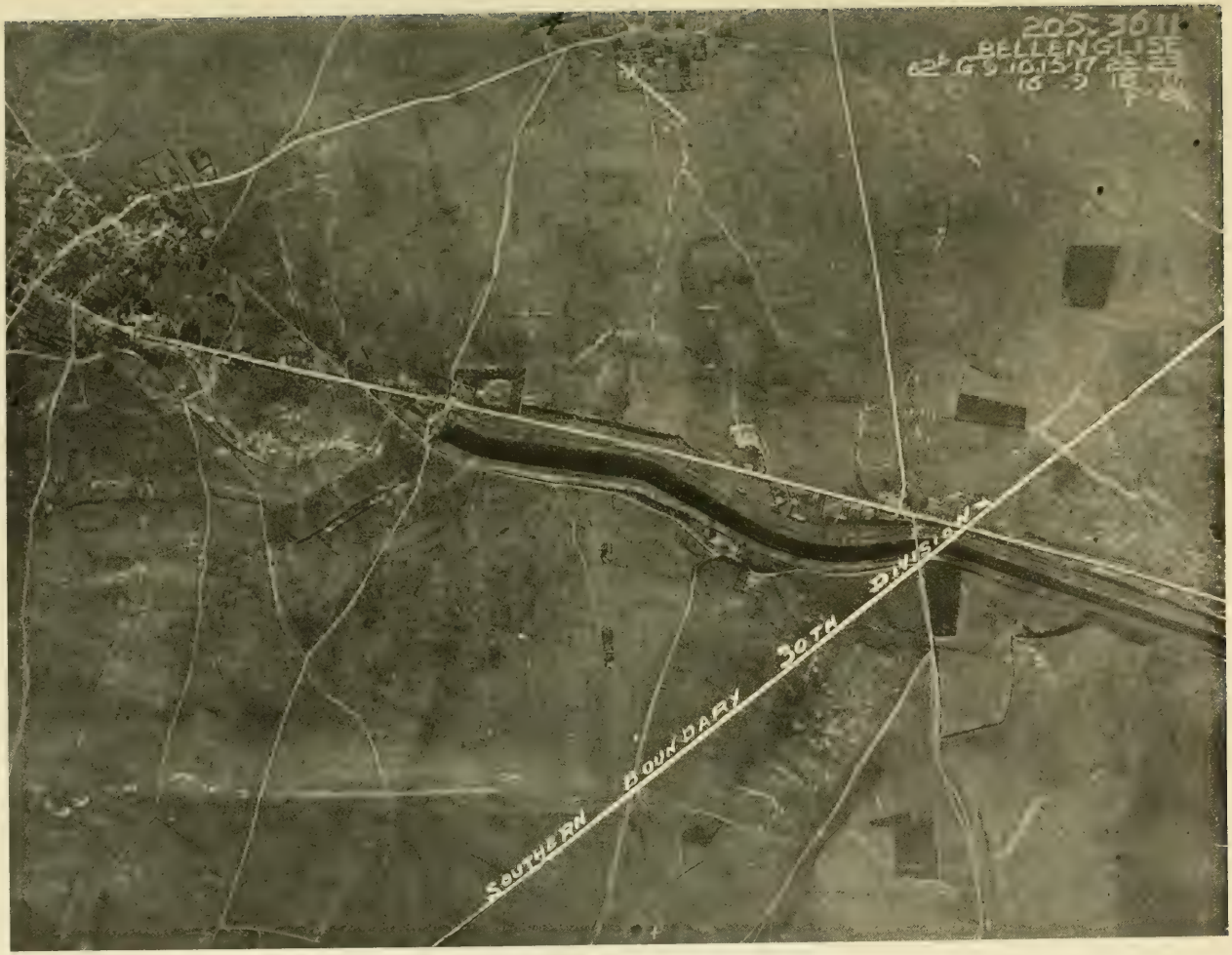
58. A Better View of Bellicourt

A close inspection shows that the village has suffered from artillery fire even on September 21st when this was taken. It also shows plainer the Black Road from Bellicourt to Nauroy. The trenches shown are the last line of the system before reaching Bellicourt and the communicating trenches to the rear.



59. Southern Entrance to St. Quentin Tunnel.

This tunnel conveys the St. Quentin Canal under the cities of Riqueval and Bellicourt. 30th Division, Riqueval, Aisne, France, October 1st, 1918



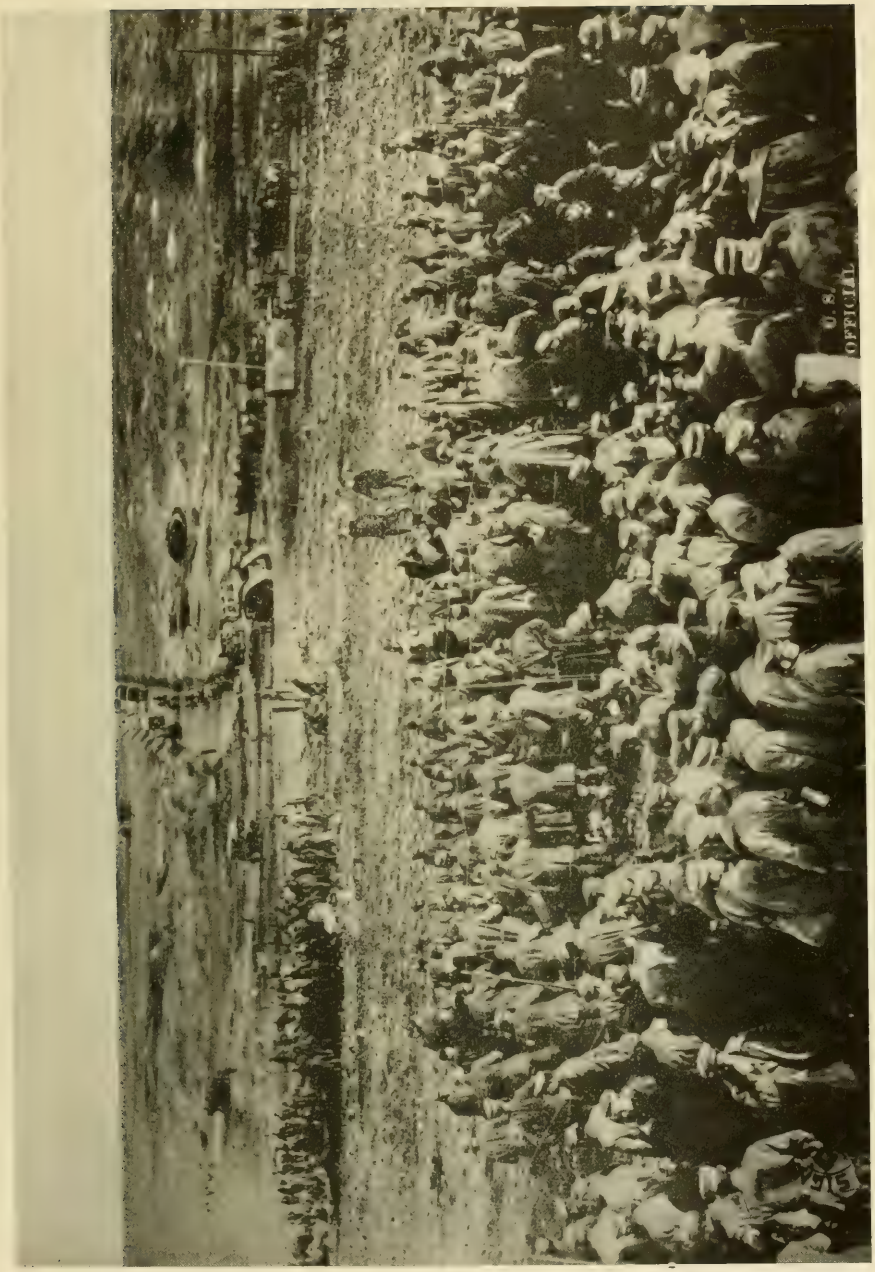
60. Aerial Photograph Showing Bellicourt on the Left and the Southern Entrance of the Tunnel

The 30th Division southern boundary ran as shown by line drawn across picture at about 40 degrees. A part of Nauroy is shown on the upper edge about central



61. View of the Battle Field, September 29th to October 1st, 1918

German Prisoners captured by the 30th Division. 1,240 prisoners passed through this cage during September 29th. 119th Infantry, formerly 2nd N. C. Infantry, and detachments of 2nd Tenn. and 1st N. C. Infantry, 30th Division, can be seen in the background going to the Front to carry on the offensive. Village of Nauroy in the extreme distance. Bellicourt, Aisne, France, October 8th, 1918



62. View, Closer Up, of German Prisoners Captured by 30th Division, September 29th



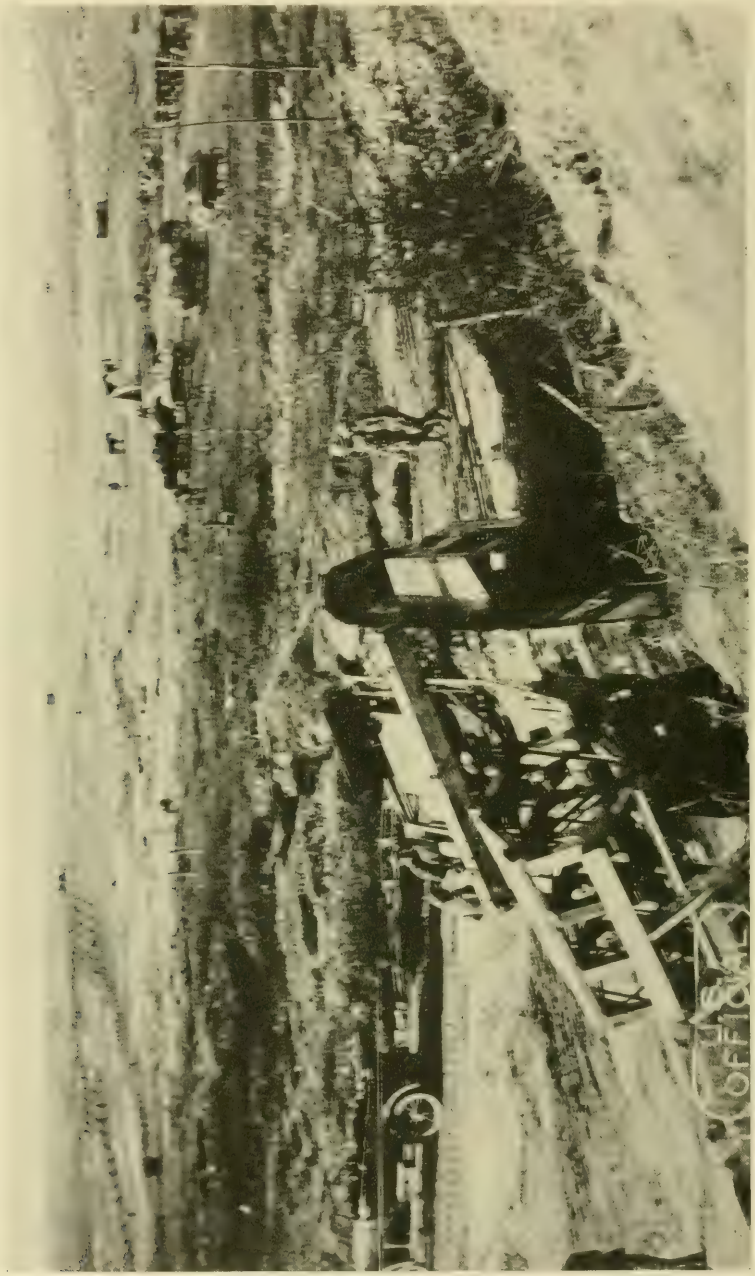
63. Australian Infantry on Their Way to the Front

The Australians came into the battle driving through the Hindenburg Line in the afternoon of September 29th. From September 29th to October 1st the Australians and the 27th and 30th Divisions were engaged on the same front



64. Major General E. M. Lewis Exhibiting an Anti Tank Gun

Captured by the 30th Division in the Battle at Bellicourt. Herbecourt, Somme, France, October 5th, 1918



65. View Looking West From the St. Quentin Canal

Ground over which the Americans had to fight to get to the Canal, the strong point of the Hindenburg Line at Bellicourt. A tank can be seen in the foreground.
30th Division, Bellicourt, Aisne, France, October 10th, 1918



66. German Prisoners Going to the Back Area

Captured by the 30th Division during the Hindenburg drive at Bellicourt, Aisne, France, October 10th, 1918



67. British Sending American Propaganda to the German Soldiers Via Small Balloons

The British are operating with the 27th and 30th American Divisions. Templeaux la Fosse, Somme, France, October 10th, 1918



68. View in Front of the 30th Division Headquarters, Montbrehain

Heavy Traffic caused by the transportation of war material to the battle lines. Montbrehain, Aisne, France, October 14th, 1918



69. Madame Josephine Bassaux, a Resident of Montbrehain

Her husband, Charles Bassaux, aged eighty years, was killed by a shell thrown into the city just previous to its capture by the American troops on October 6th, 1918. He had been confined to his bed for three years and the old lady refused to leave until the authorities had completed his burial arrangements five days after his death. She is shown relating the incident to 1st Lieutenant C. A. McDaniel of the 105th Field Signal Battalion, 30th Division. Montbrehain, Aisne, France, October 14th, 1918



70. MONTBREHAIN

105th Engineer Train encamped in the valley in front of the city. Montbrehain, Aisne, France, October 14th, 1918



71. Molain

This aerial photograph taken October 14th shows the railroad leading into La-Valle Mulatre from the West. The Black Road entering Molain from the lower right is also shown



72. The Northern End of St. Martin Rivere and Marsh Mill

At Marsh Mill a bridge was constructed by Lieutenant Trescott's platoon over the La Selle River. From the uniformity of the shell holes shown, the regularity of the trenches, and the trenches only scored, it is thought these were practice trenches of the enemy and that the shell holes were made by hand

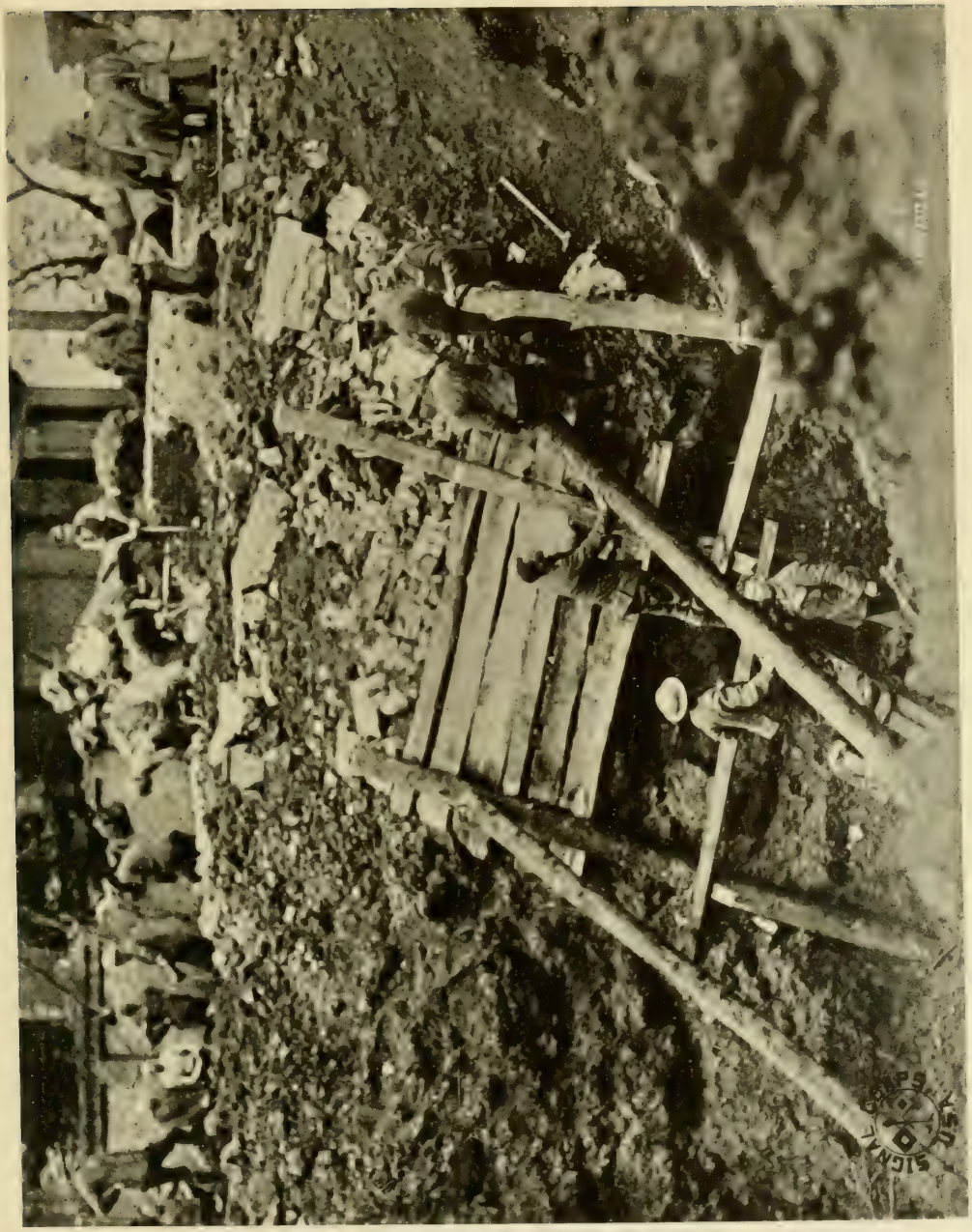


73. Bridging the La Selle River

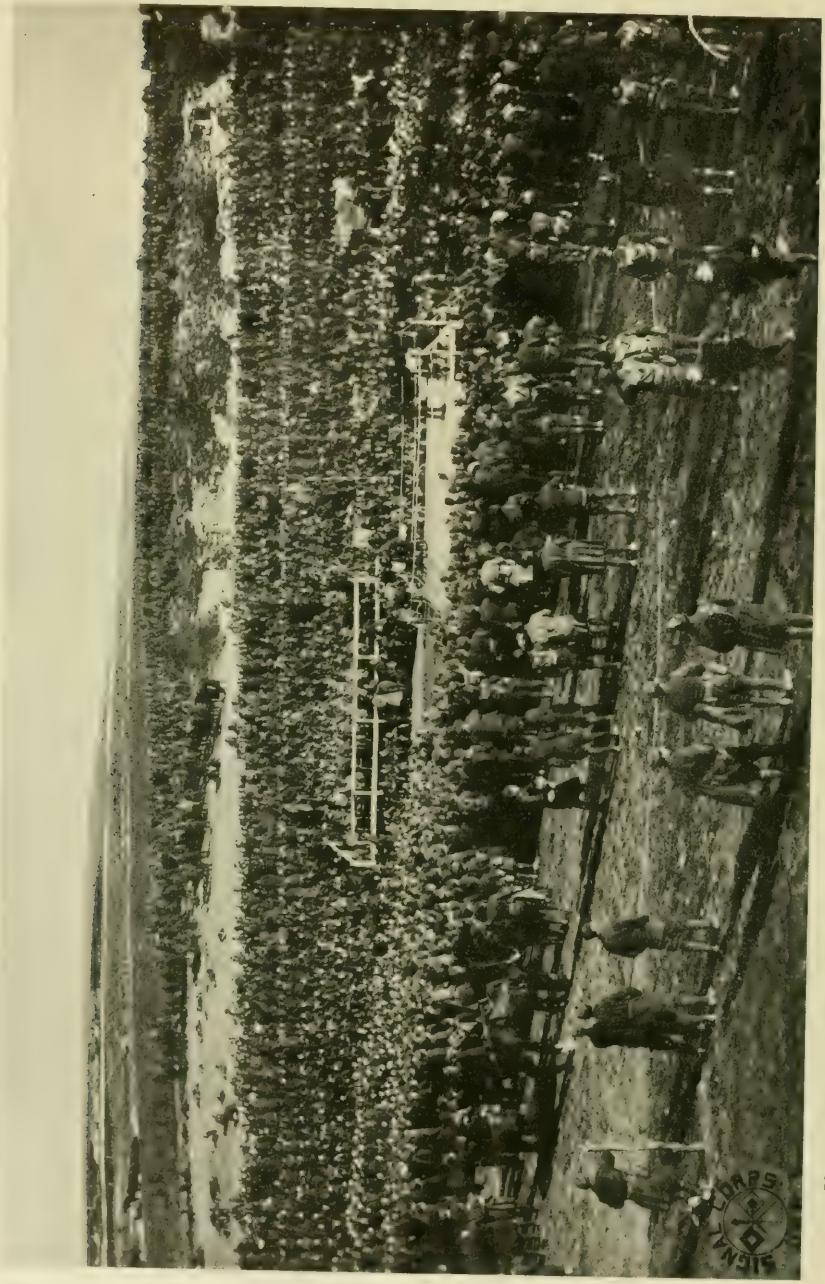
Members of the 105th Engineers putting in a bridge across the La Selle River on the road between Escaufourt and St. Martin Rivere. St. Martin Rivere, Aisne, France, October 18th, 1918



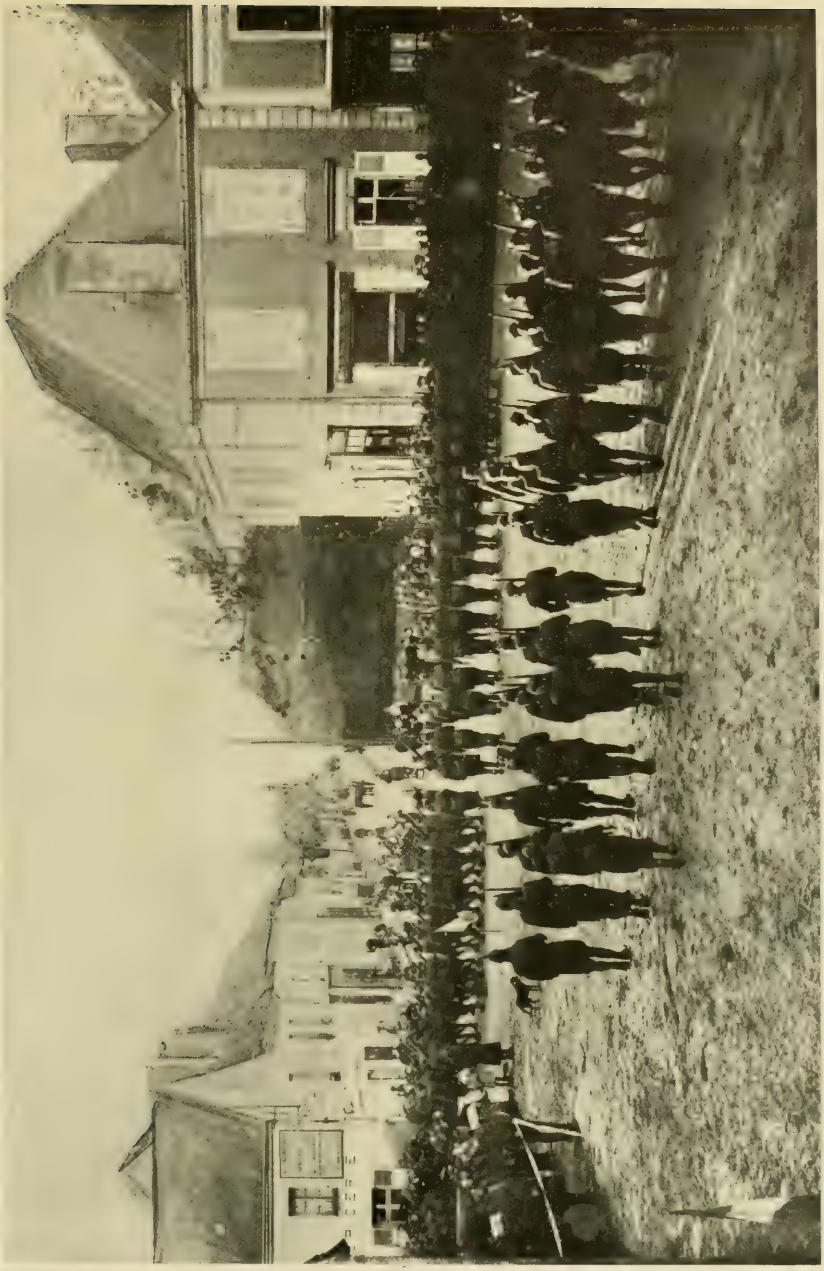
74. Private M. L. Hunley of Company K, 117th Infantry, Formerly 3rd Tennessee Infantry, 30th Division, Caught Unawares in a Battle With the Second Greatest Enemy in Europe. Molain, Aisne, France, October 18th, 1918



75. Type of Craters Blown in Roads by Retreating Enemy



76. The 27th and 30th Division Field Meet on the Battlefields Made Famous During Their Drive Through the Hindenburg Line
View of boxing bouts and audience, 2nd Army Corps. Near Corbie, Somme, France, November 5th, 1918



77. A Regimental Parade Passing in Review Before Colonel Joseph Hyde Pratt and the City Authorities of Marolles, France, on January 8th, 1919



78. Another View of the Parade, January 8th, 1919



79. Honor to the Late Ex-President Theodore Roosevelt. At Marolles, France, at 3 P.M., January 8th, 1919
The Regiment was formed in mass and presented arms while the band played one stanza of "Nearer My God to Thee"



80. Memorial Service, January 12th, 1919. In Memory of Those Whom We Had Lost



81. French Road Near Marolles

Showing system of up-keep. One man repairs a certain section, using a push cart for carrying materials which are dumped on side of road by trucks supplying many sections



82. A Typical French Road



83. Road Fork Showing Sign Boards

All roads in France are well posted. In the corner of the road fork, note the bundles of fagots used by French peasants for fire wood



84. School Building at Marolles

This building was used by the 105th Regiment of Engineers for a recreation hall and theater. The Christmas tree for the children of Marolles was in this hall



85. The Recreation Tent at Marolles

This tent secured by Chaplain McElroy from the Y.M.C.A. was erected in the Public Square at Marolles and used as a recreation hall



86. Wash House at St. Nazaire, France. Port of Embarkation



87. Sports on Board Ship Returning to the United States



88. U. S. S. Martha Washington



89. U. S. S. Zeelandia

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